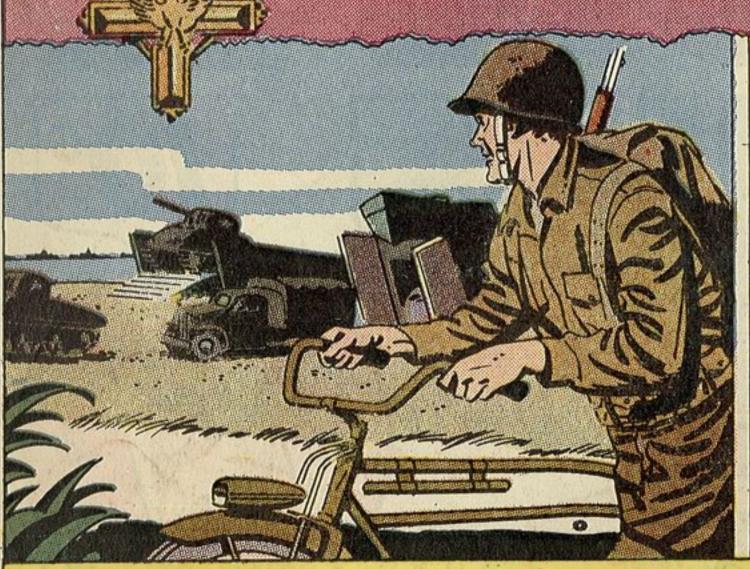


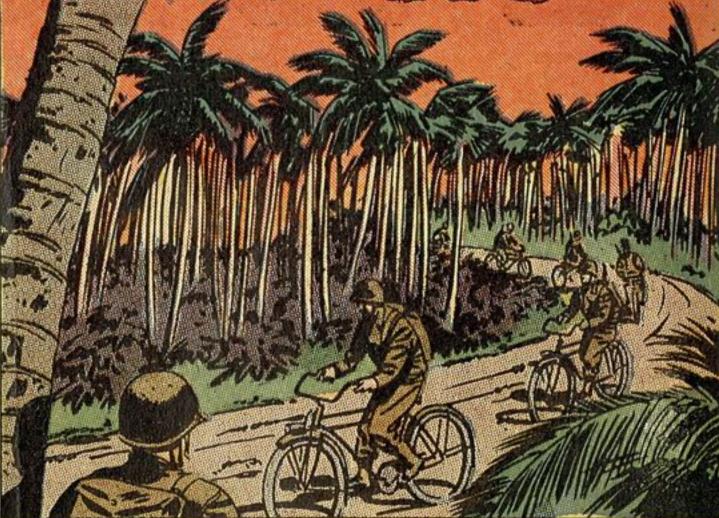


### MORROW COASTER BRAKE

Distinguished Service on All Fronts...

Now Again Serving on the Home Front





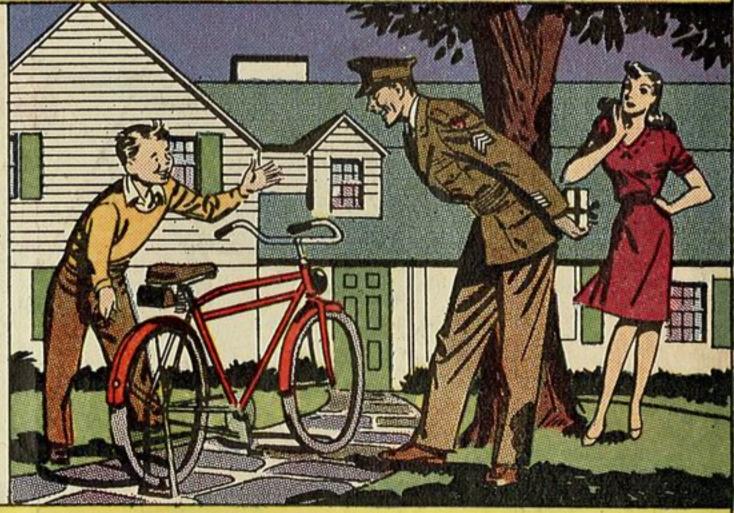
#### 1941-NORTH AFRICA

If service ribbons were awarded to coaster brakes, Morrow would wear many. Morrow Coaster Brakes have served the world over . . . providing dependable brake and coaster action on bikes used by the armed forces. They were there at North Africa.

#### 1943-GUADALCANAL

When Uncle Sam selected Morrow Coaster
Brakes for use on war bicycles, he knew the
punishing conditions they'd serve in . . . like
the jungle trails, mud roads, steep hills of Guadalcanal. He knew Morrows could take it.





#### JUNE 1944-FRANCE

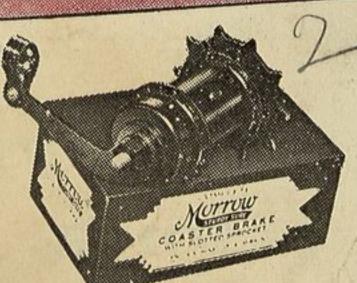
Airborne troops hit the Normandy soil ready for action, and their war bikes parachuted down with them. Silent-operating, quick-stopping, easy-pedaling Morrow Coaster Brakes served the war fronts as they have served the home front for 41 years—dependably.

#### 1945-U. S. A.

This may be the Victory year . . . peace will return . . . you'll look forward to a brand new bike, and you'll want it Morrow-equipped. It's the big, husky coaster brake for glide-ride coasting and easy pedaling . . . with power to stop quickly and smoothly.

#### MORROW COASTER BRAKES

- \* Quick Stops
- \* Easy Pedaling
- \* Long, Free Coasting



# THEY'LL SOON BE BACK AND DEALERS WILL AGAIN HAVE MORROWS IN STOCK

Uncle Sam has released a limited number of Morrow Brakes for home front use. See your dealer, but please be patient if he's out of them temporarily. When you buy a Morrow, you buy the finest —they're worth waiting for.

MORROW, ECLIPSE AND BENDIX ARE TRADE-MARKS OF BENDIX AVIATION CORPORATION

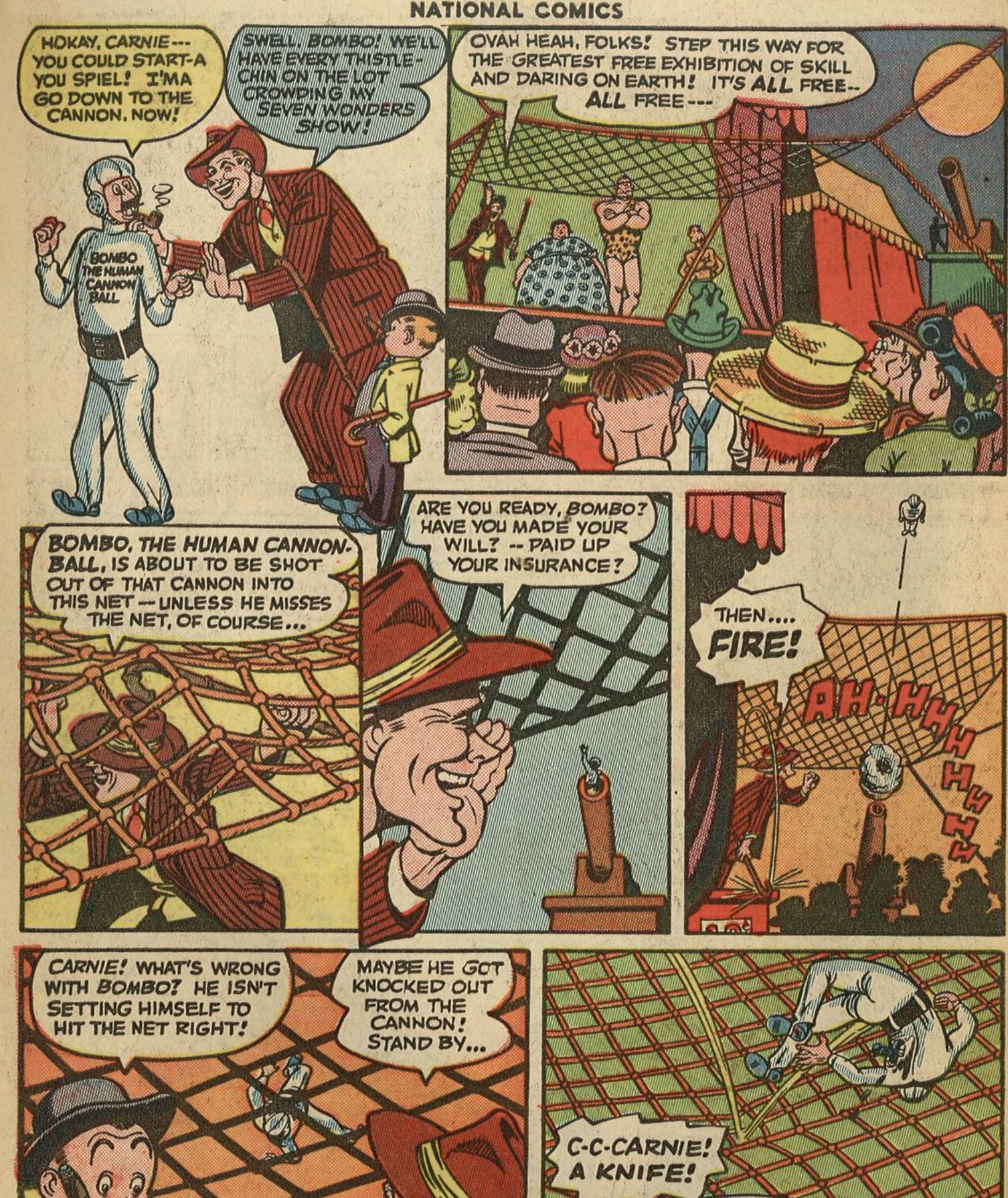
## THE WORROW COASTER BRAKE

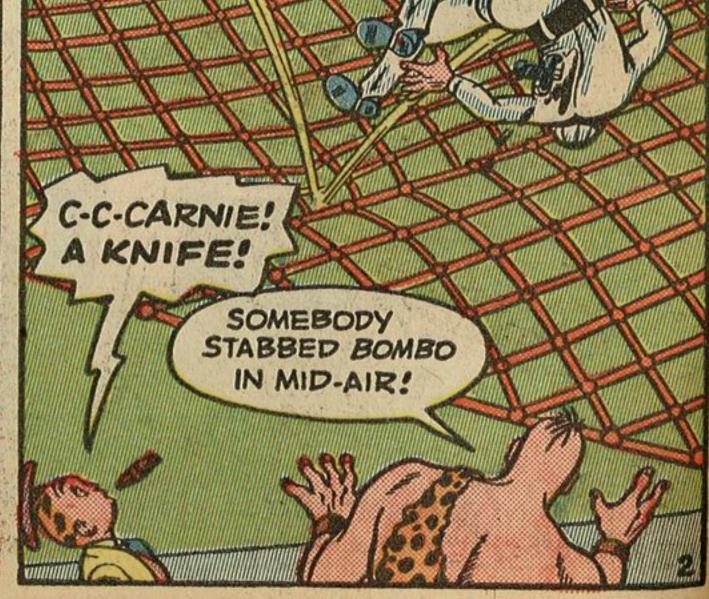
Made by the

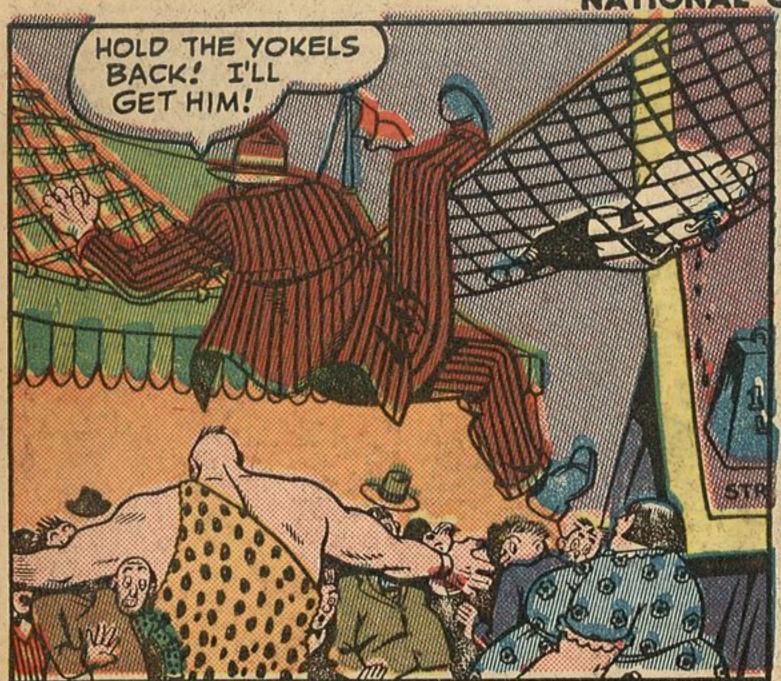
ECLIPSE MACHINE DIVISION
BENDIX AVIATION CORPORATION

Famous Auto Brake Manufacturer ELMIRA, NEW YORK

NATIONAL COMICS, August, 1945, No. 49. Published bi-monthly by Comic Magazines, 8 Lord St., Buffalo, N. Y. Executive Offices, Gurley Building, 322 Main St., Stamford, Conn. E. M. Arnold, General Manager. George E. Brenner, Editor. Yearly subscription (6 copies) \$1.00. Foreign \$1.50. Entered as second-class matter March 22, 1940, at the Post Office, Buffalo, N. Y., under the Act of March 3, 1879. The characters and events pictured herein are entirely fictitious. The Publisher accepts no responsibility for unsolicited material. Editorial and Advertising Offices, 415 Lexington Ave., New York City. E. S. Murthey, Advertising Representative. F. E. M. Cole & Co., 605 No. Michigan Ave., Chicago, III., Western Representative. Copyright 1945 by Comic Magazines. Printed in U.S.A.









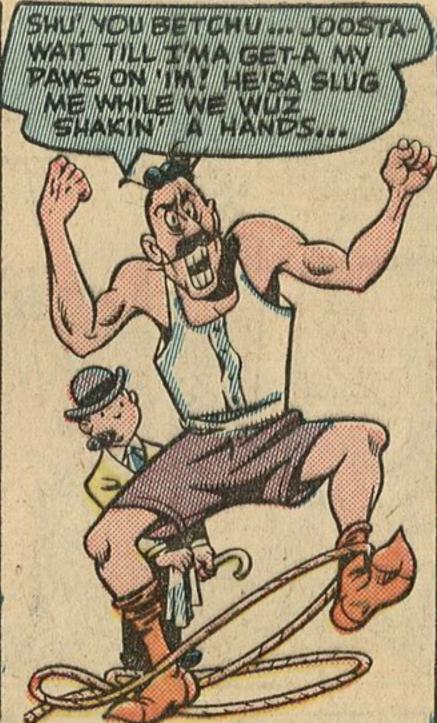






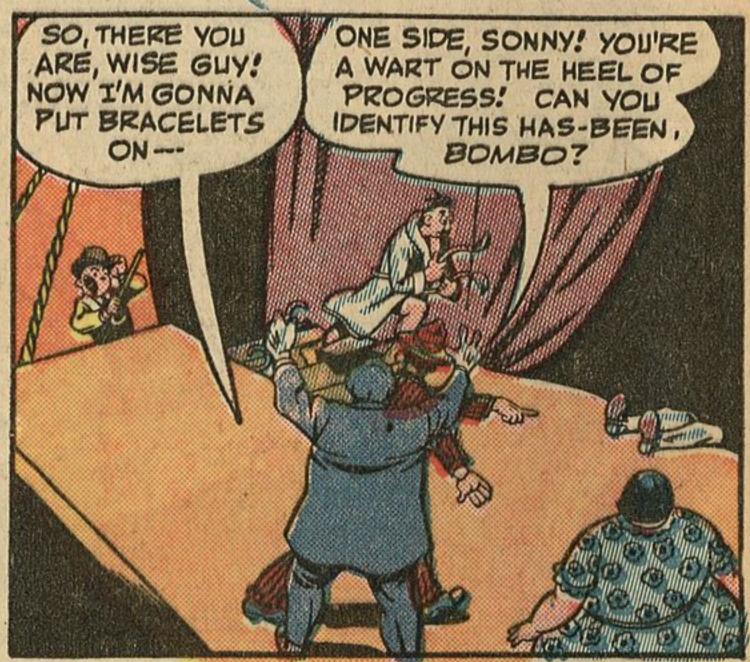
























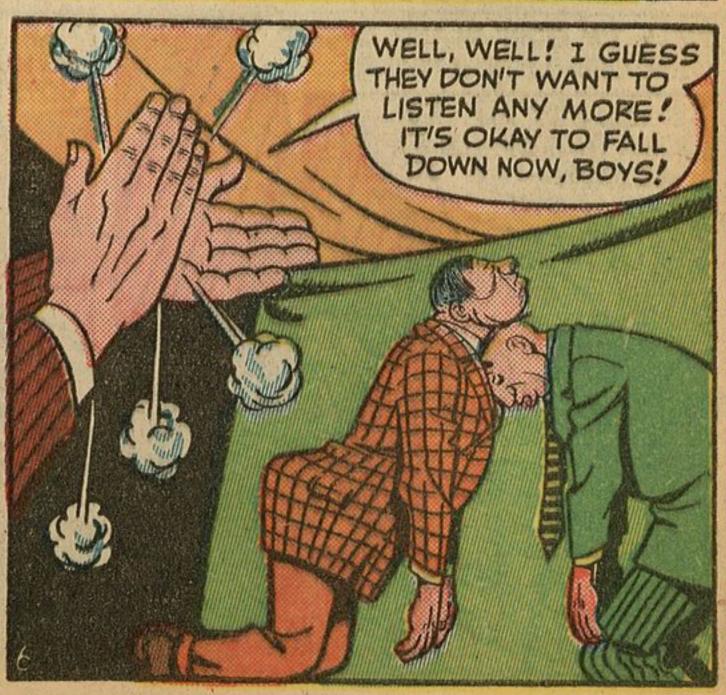














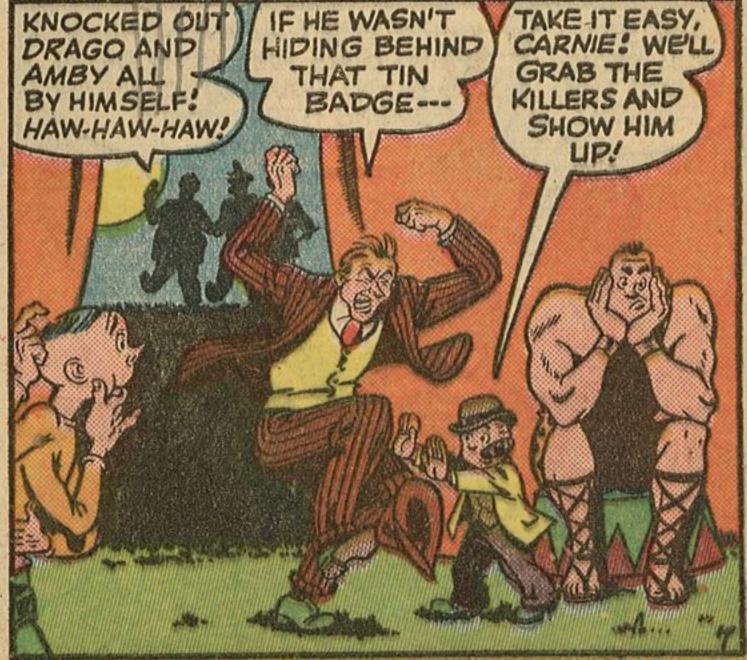






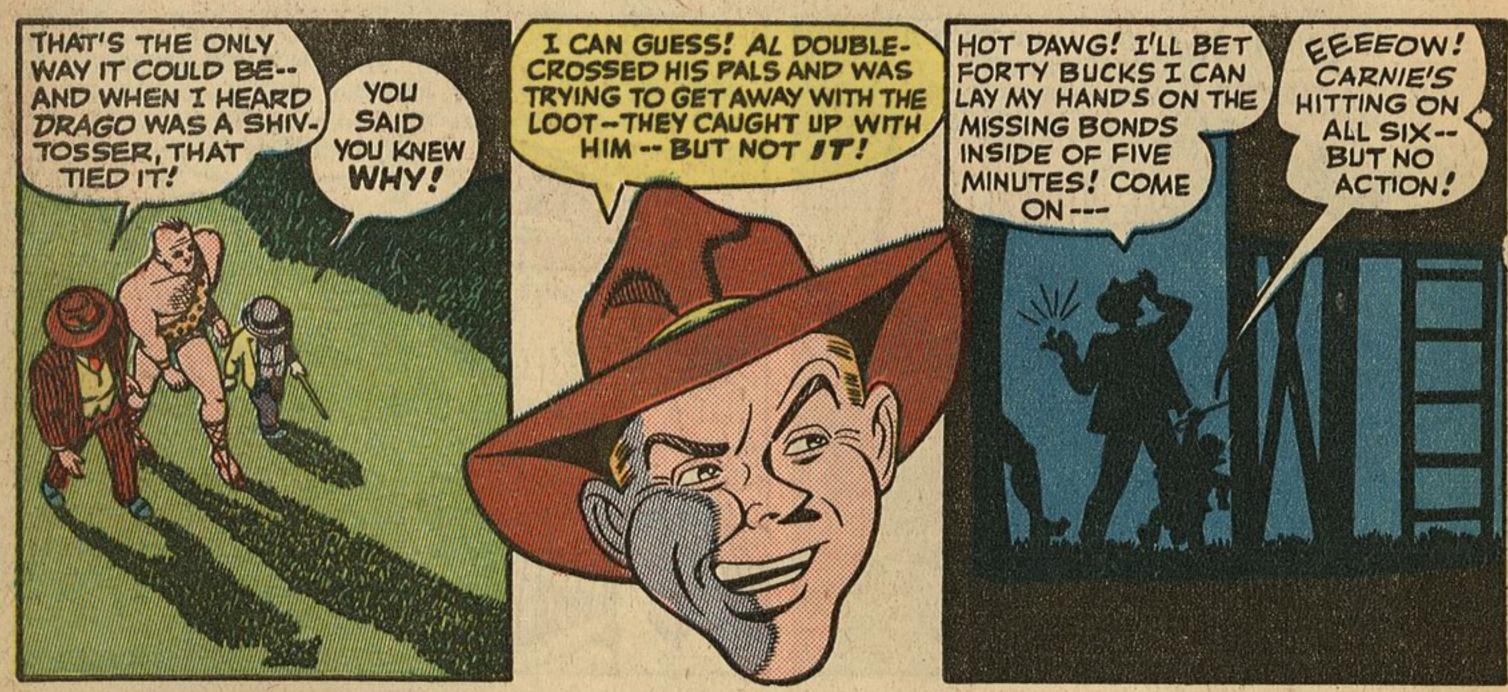








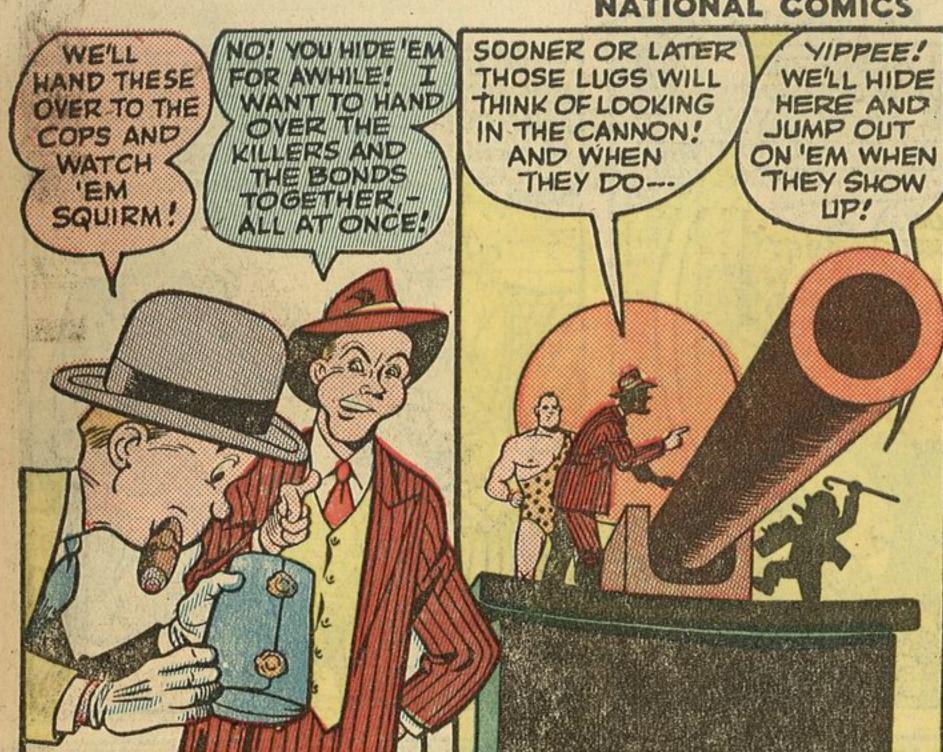




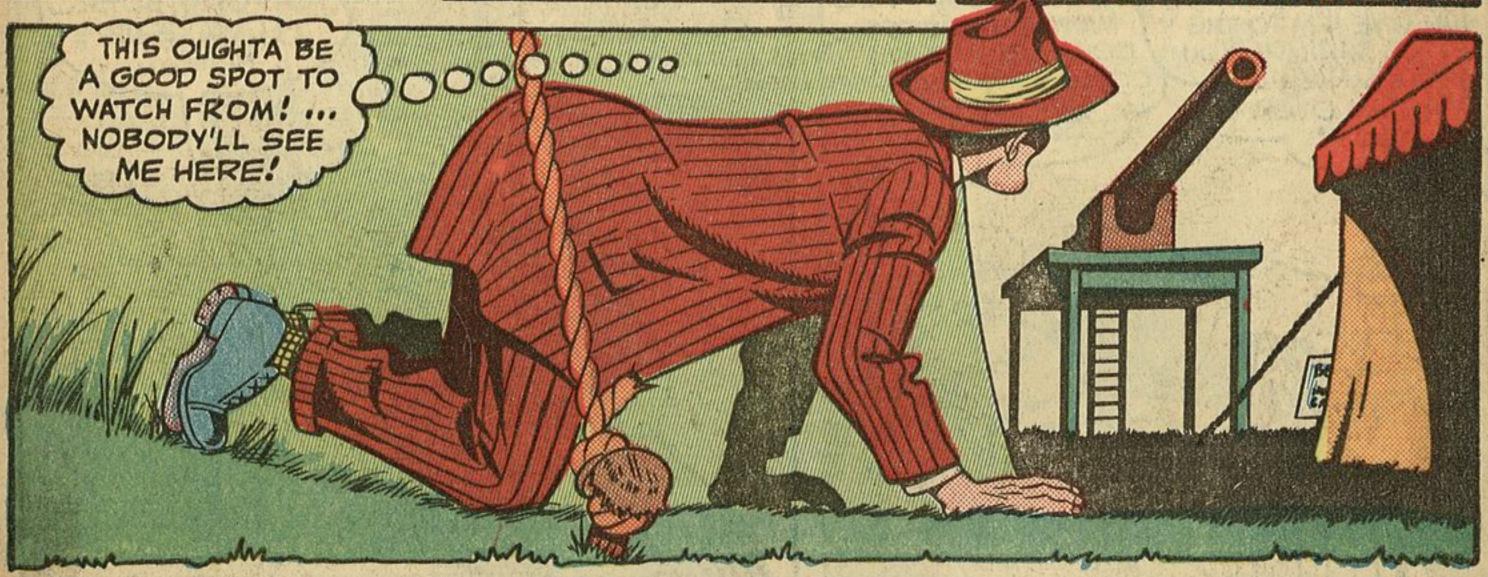






















DAWGONNIT ---

SNAP OUT OF

IT, YOU!



AHH! OKAY, BOYS! ...

NOW ....

I'LL WAKE UP,



THAT'S BETTER

NEED YOU --

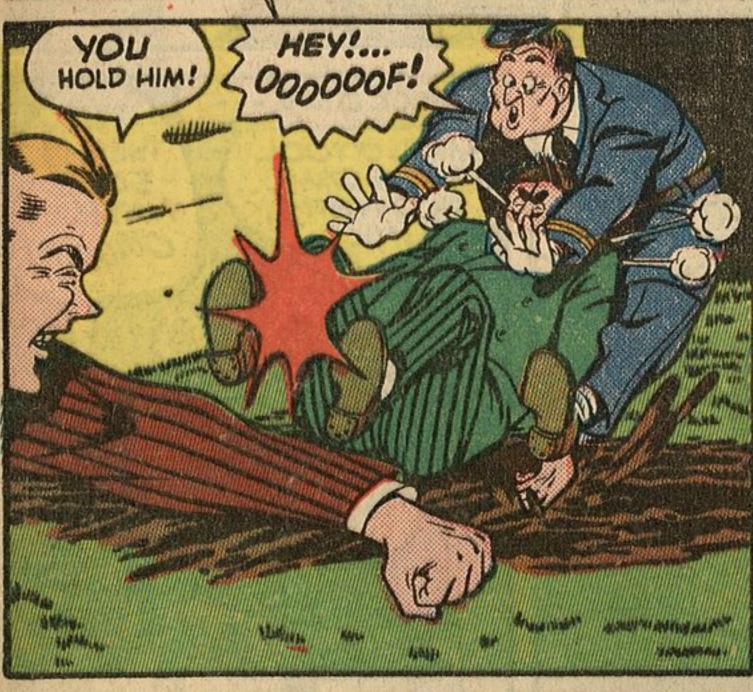
SUCKER! WE

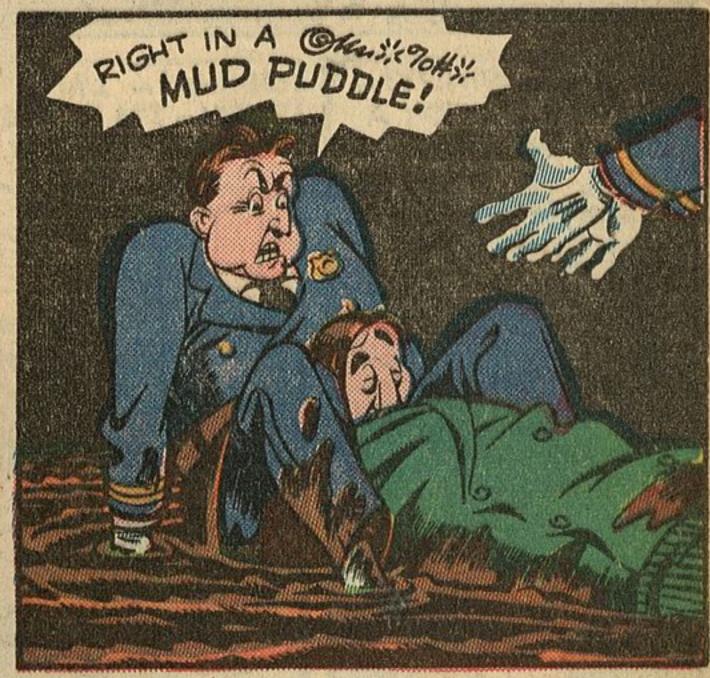






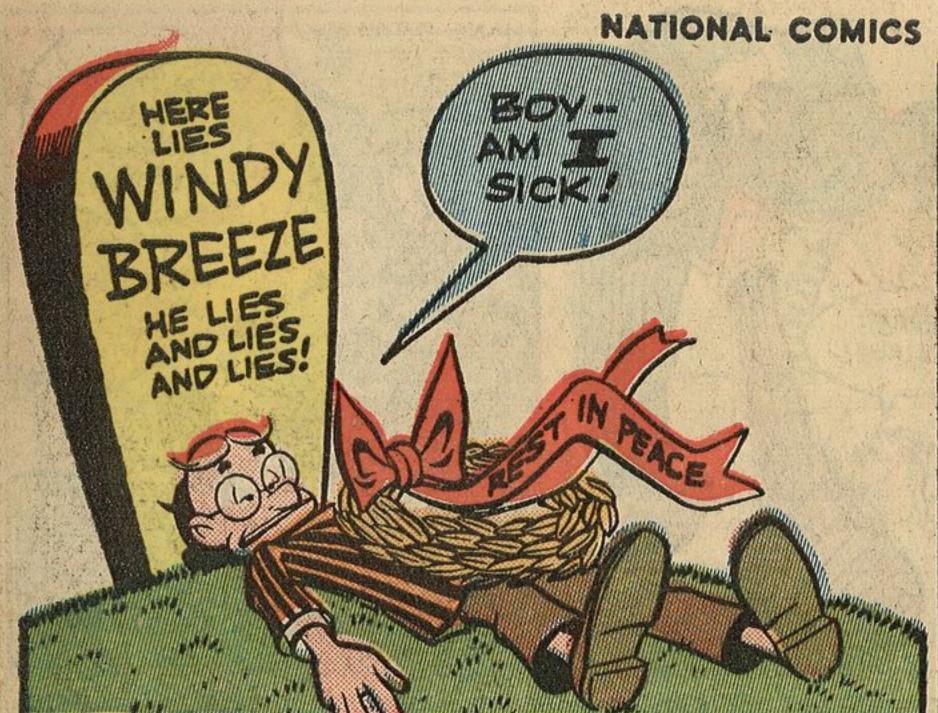




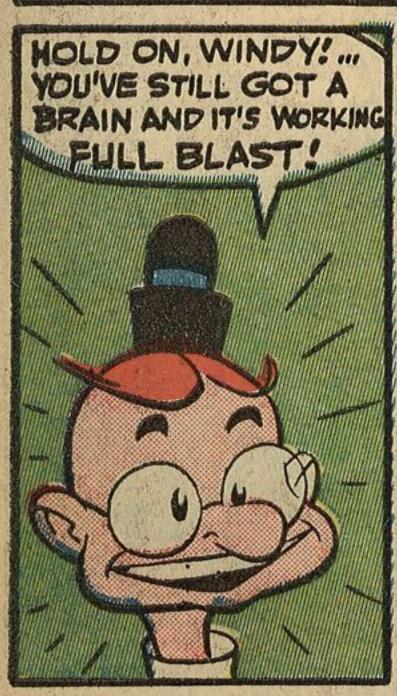




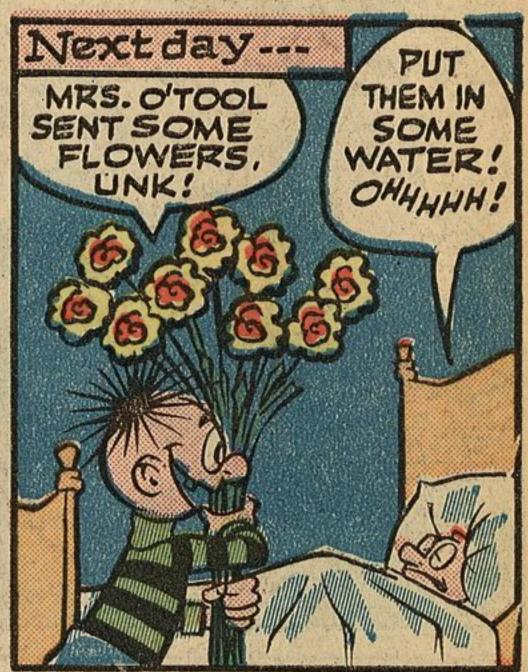












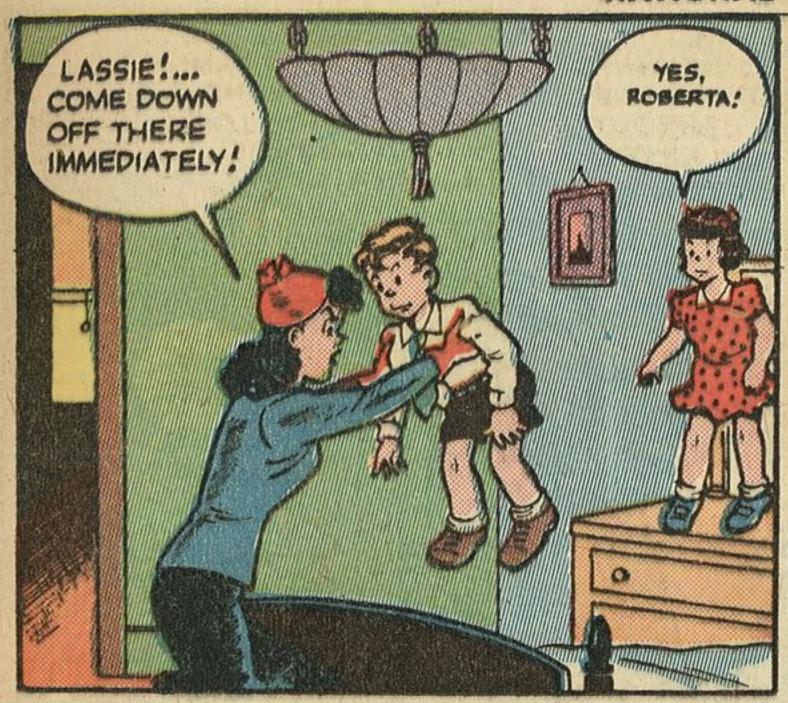


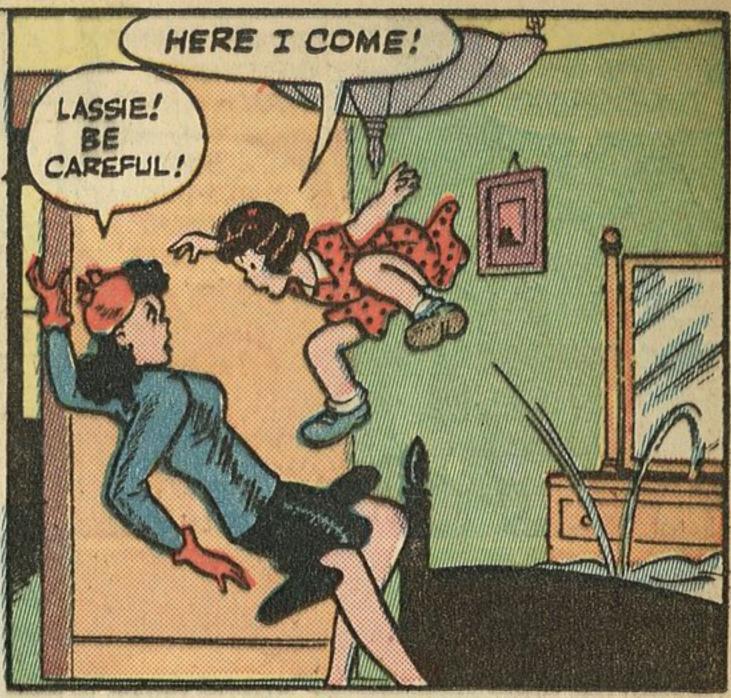






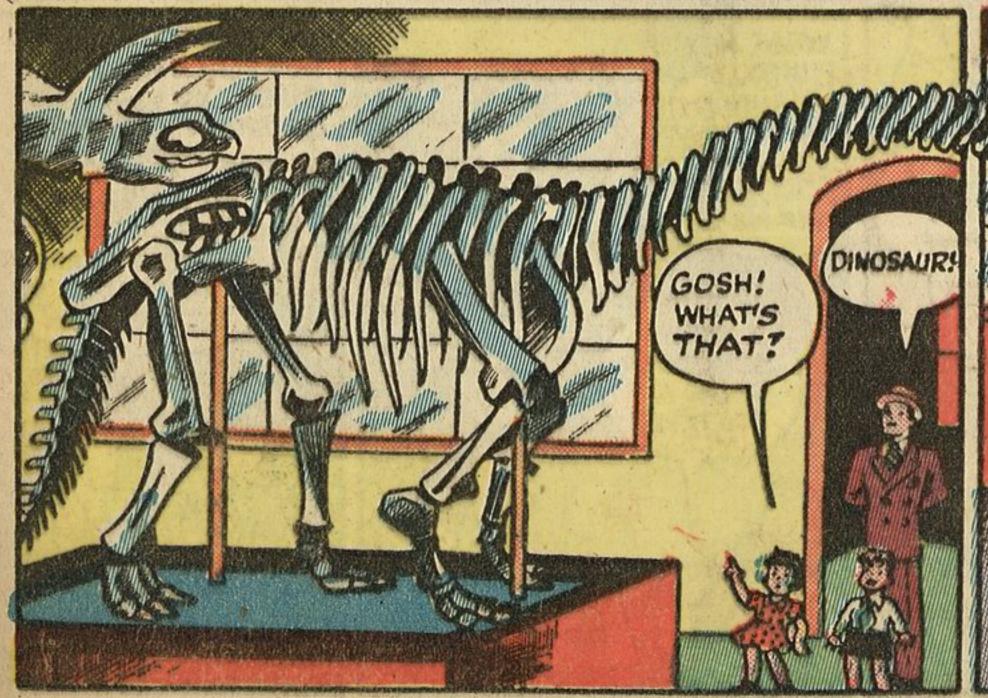


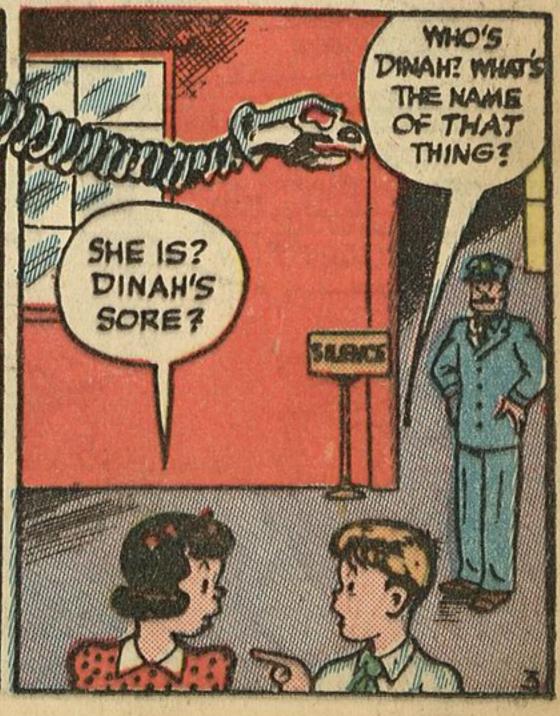


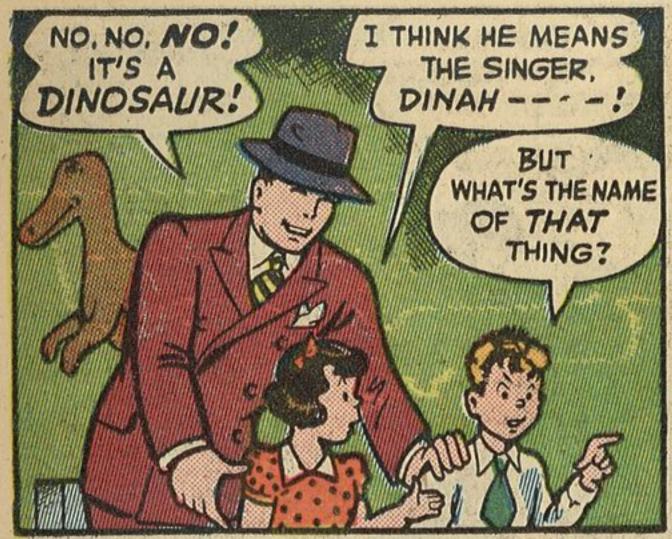












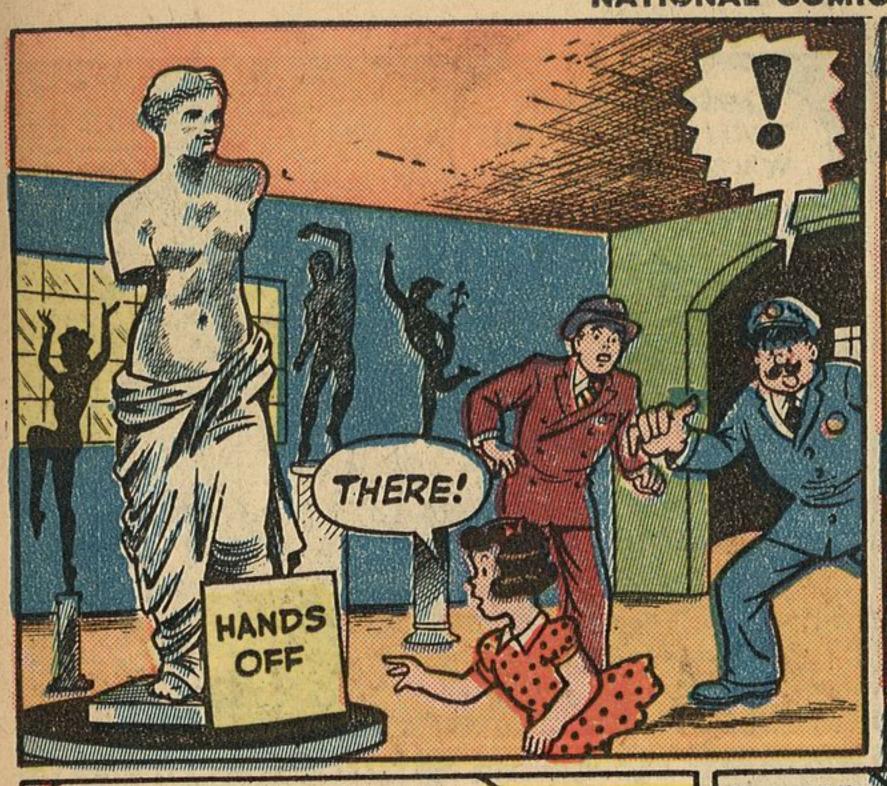


























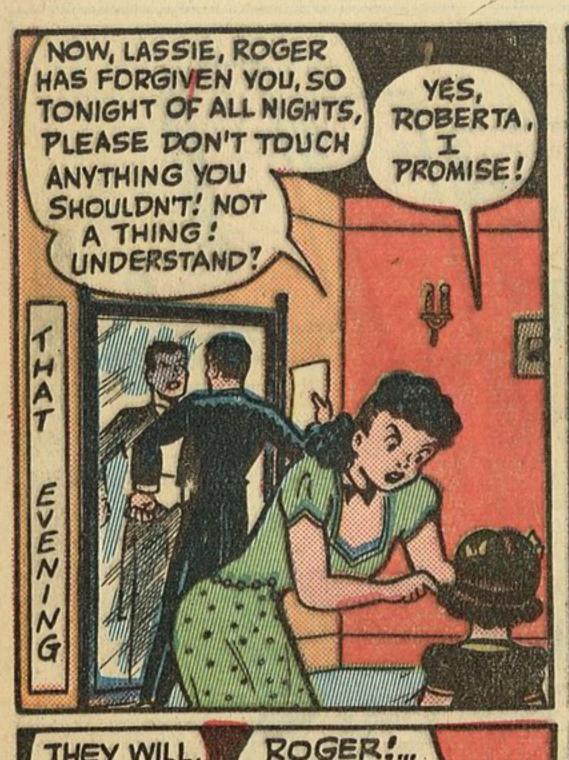




















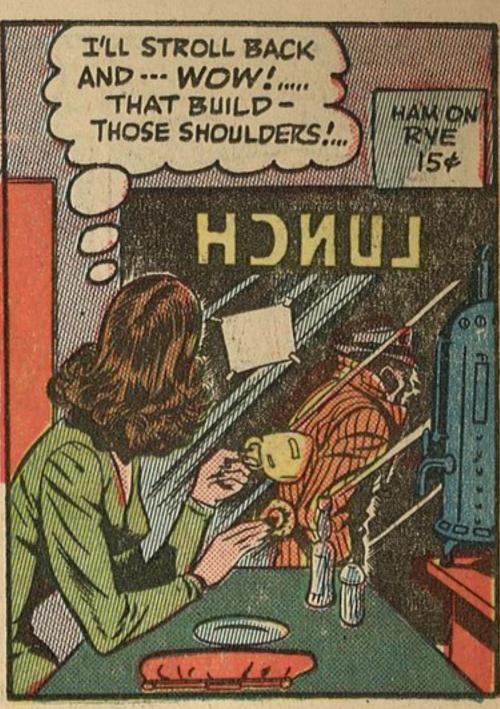




# Sally O'Neil doesn't mind being attached to her job as Policewoman ..... but being permanently attached to a killer with a knife is Something else again!



















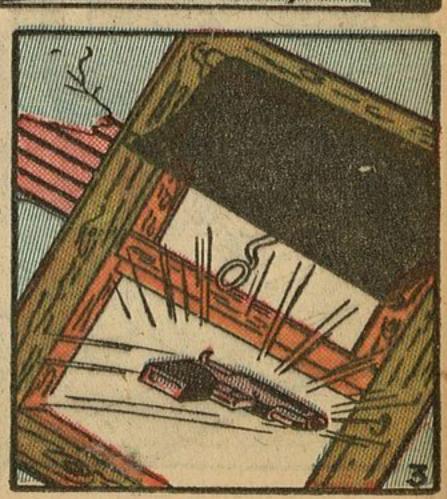




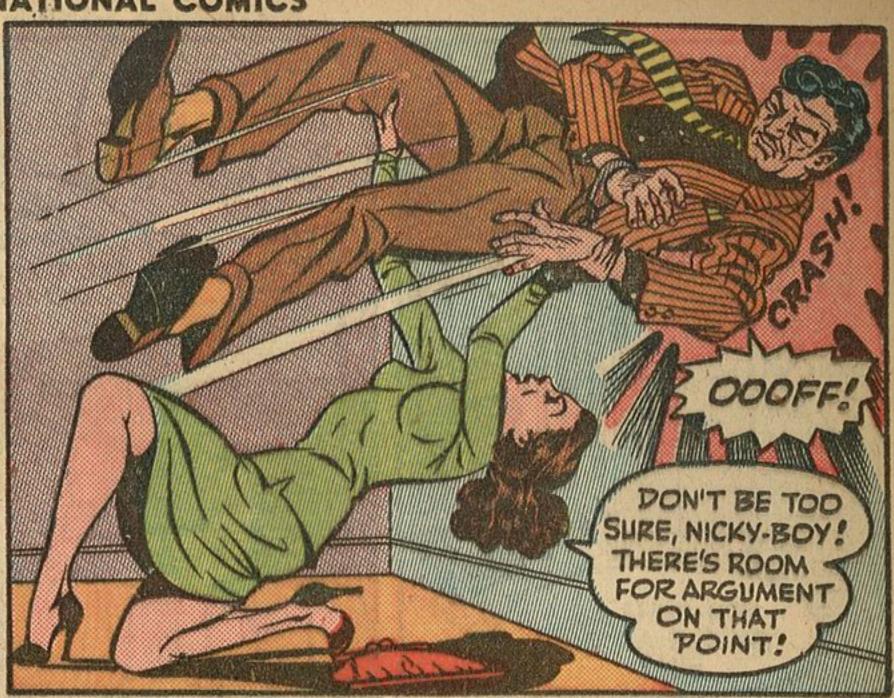




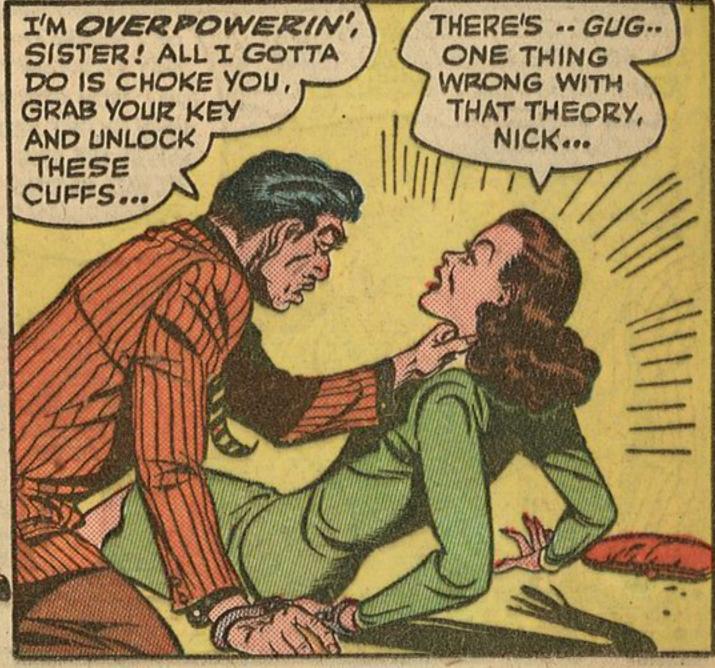








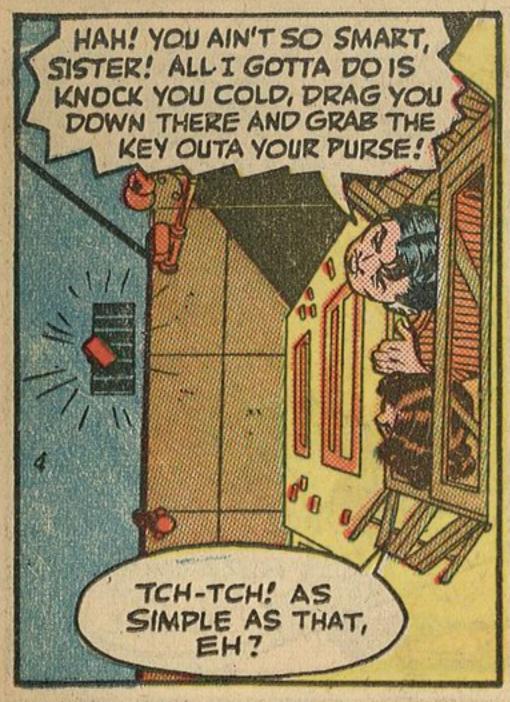




















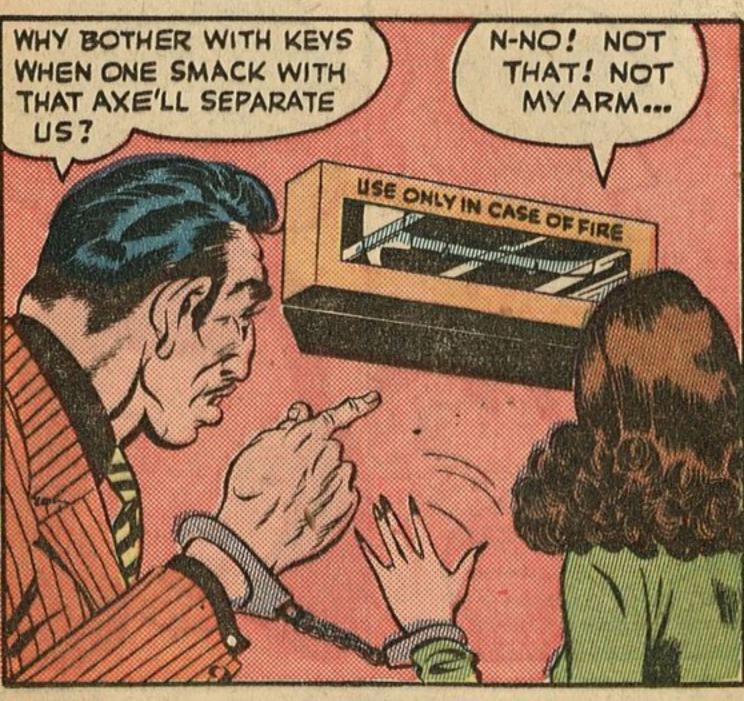




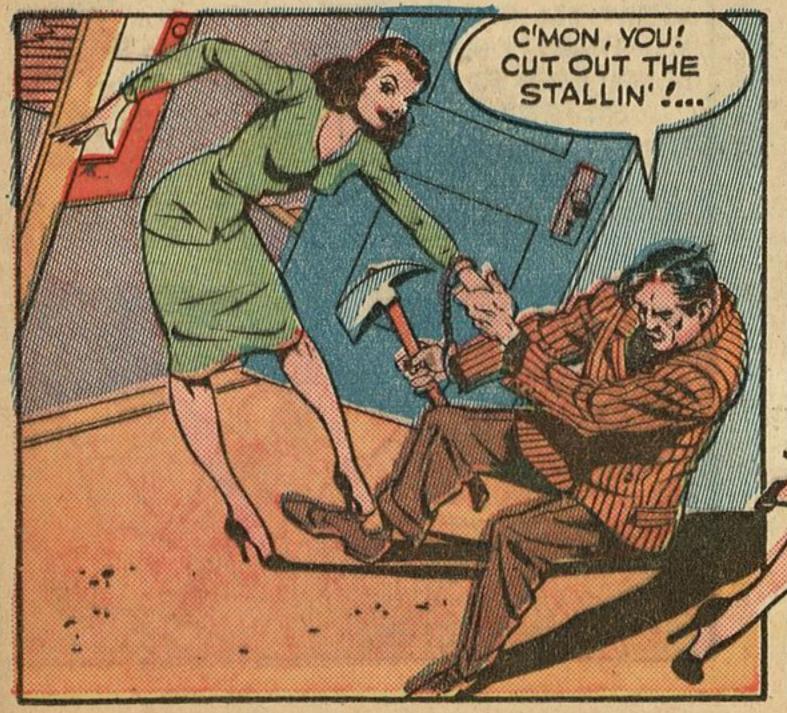


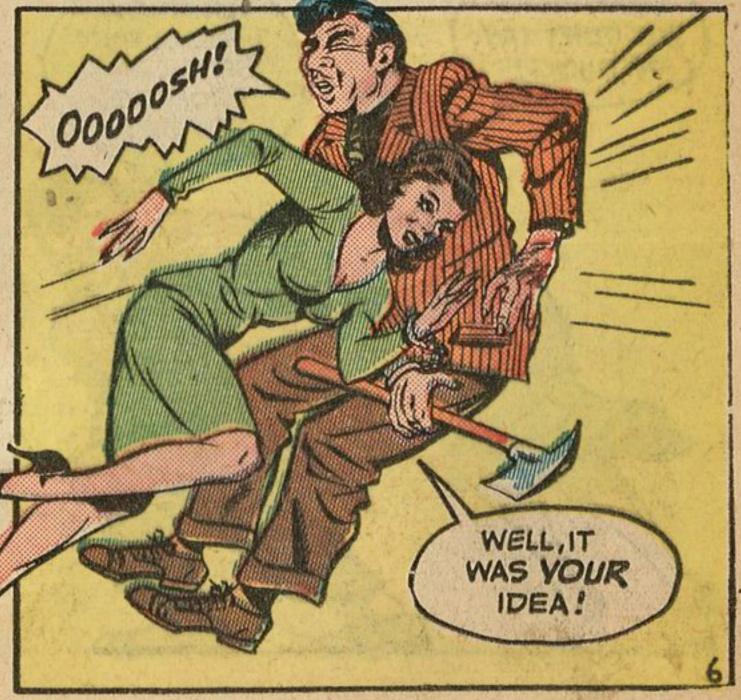




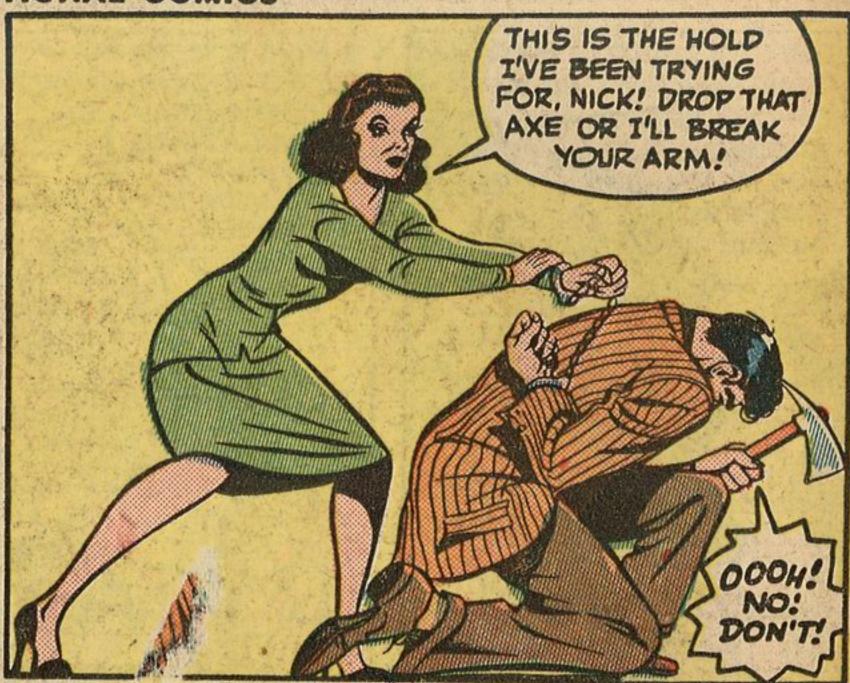


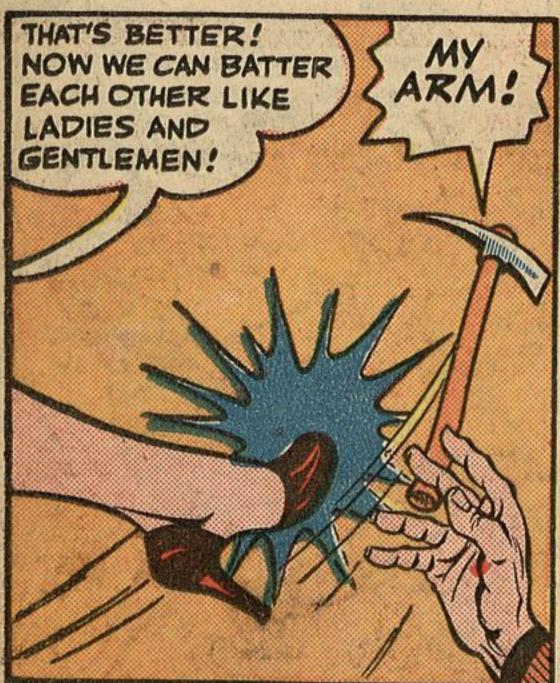












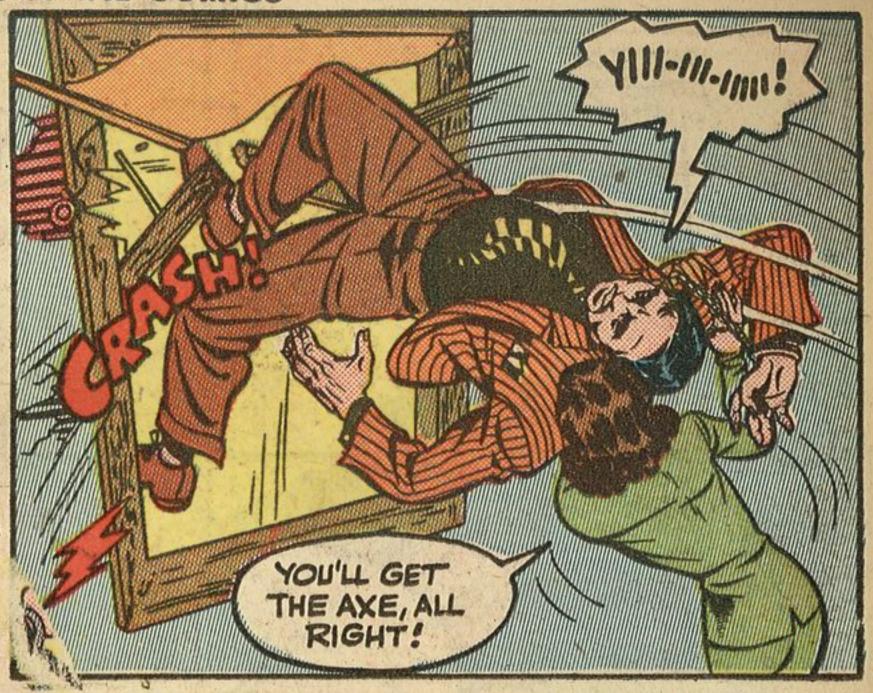




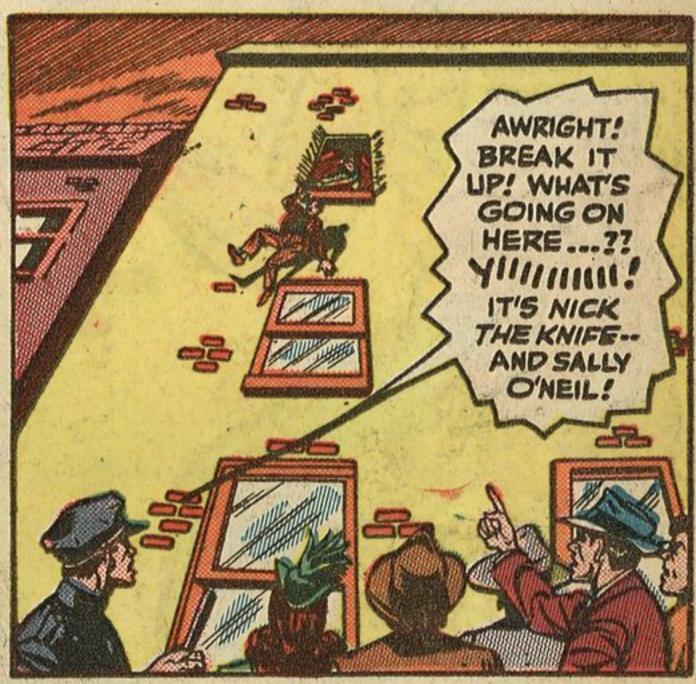


















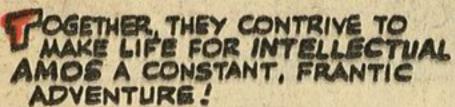


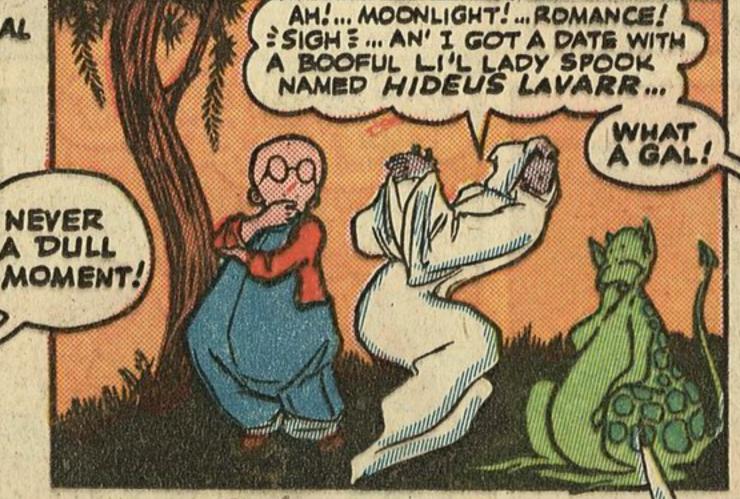












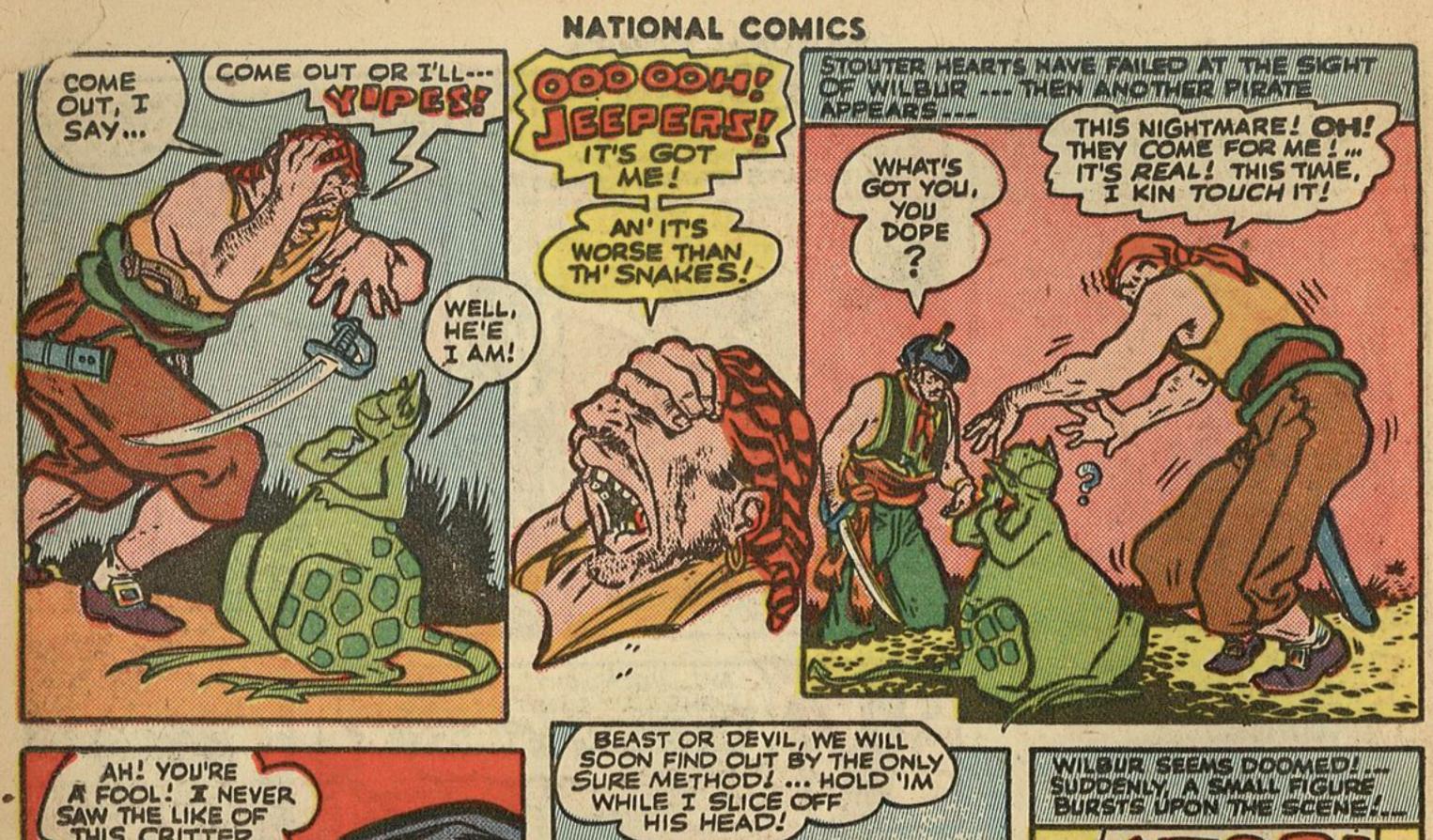






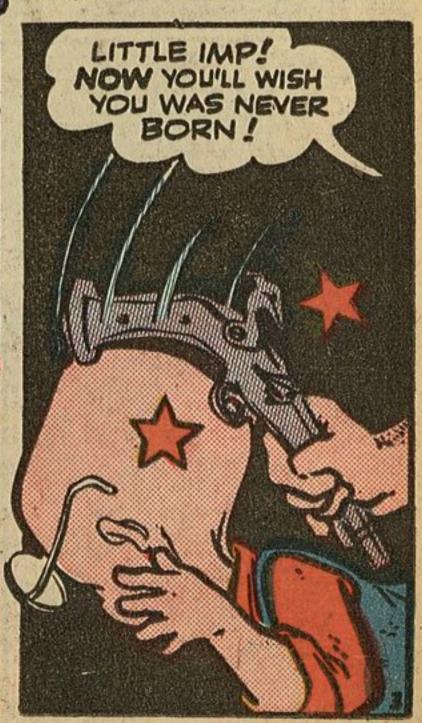
ILBUR, MEANWHILE





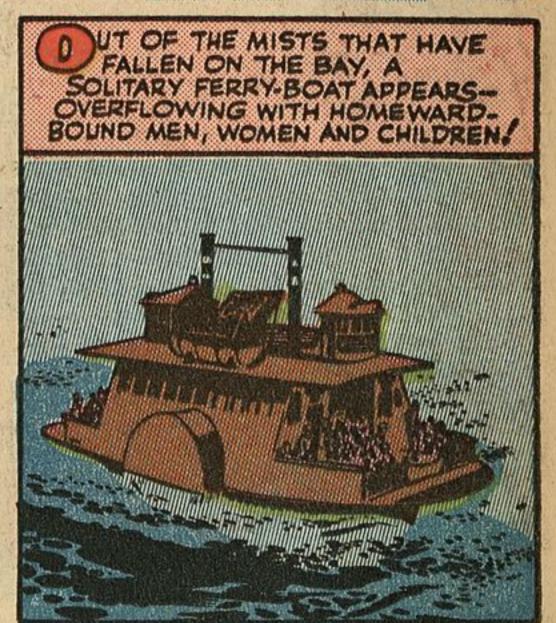


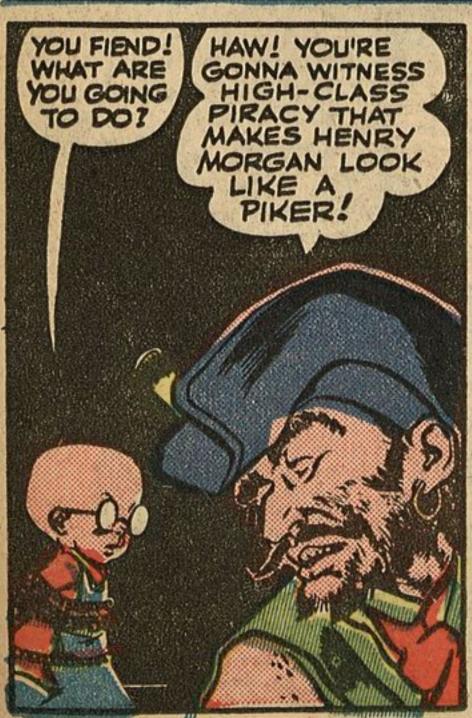






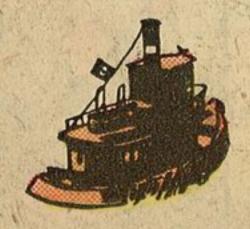


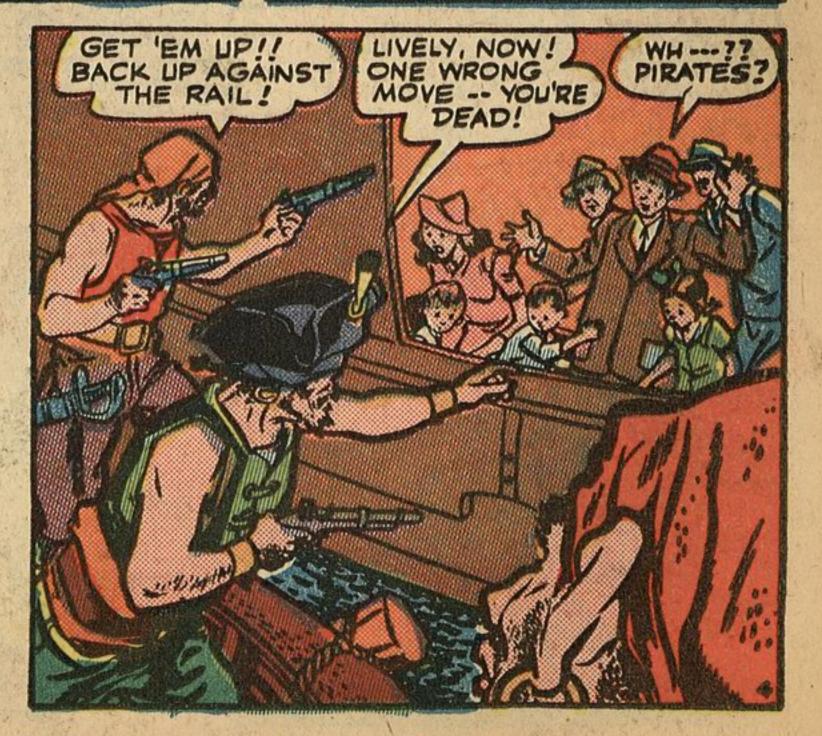




IKE A SEA-MONSTER, THE BLACKED-OUT TUG CLOSES IN ON THE HELPLESS FERRY-BOAT!

> EVEN THE CAPTAIN HAS NO INKLING OF THE MENACE UNTIL ----











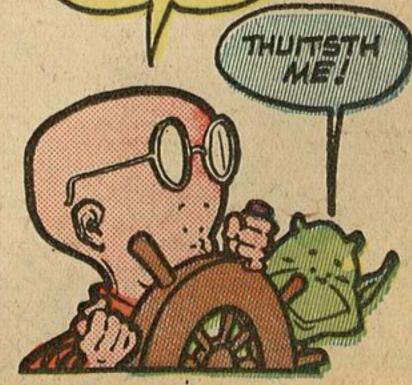
WE HAVE MENTIONED THE REMARKABLE MEMORY AMOS POSSESSES ... NOW. FROM HIS MENTAL FILE HE DRAWS A BOOK ON "NAVIGATION"!

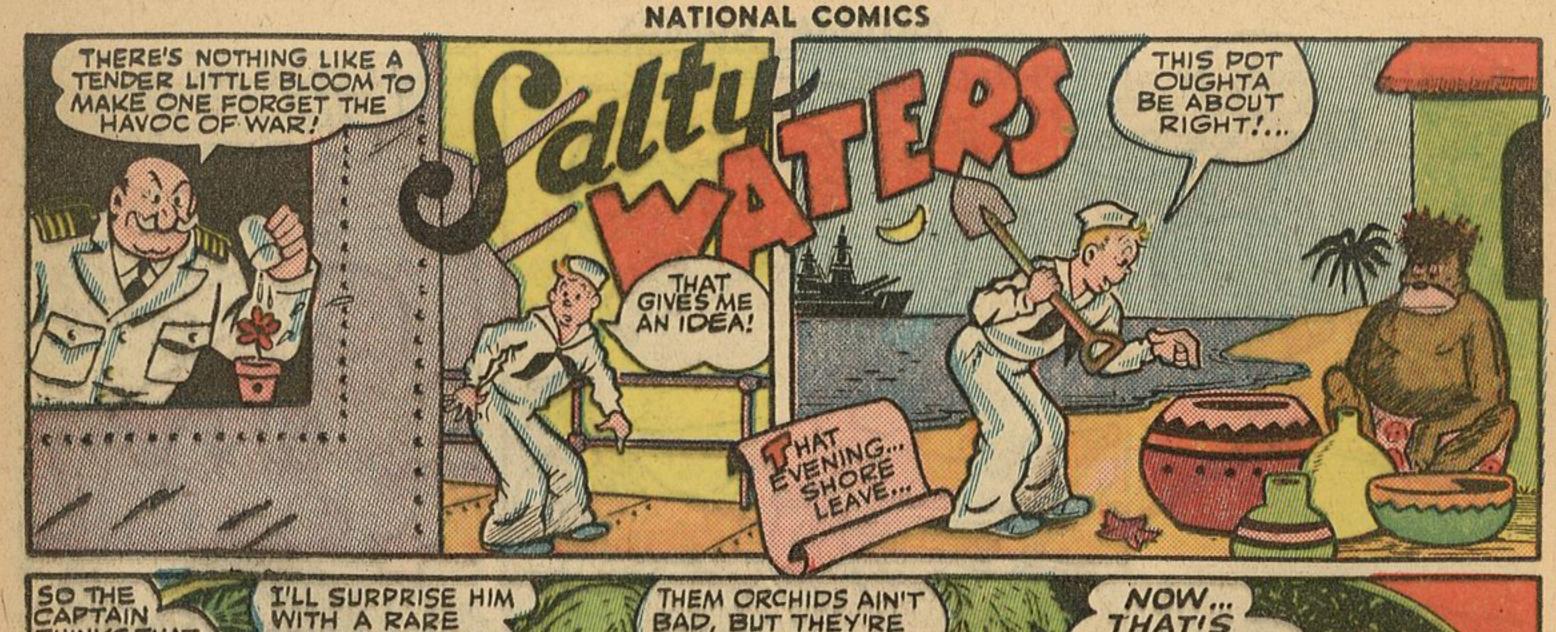


THE ROBE SNAPS FARYARD :: A NEW VERSION OF "SNAP THE WHIP" LIKE IT?



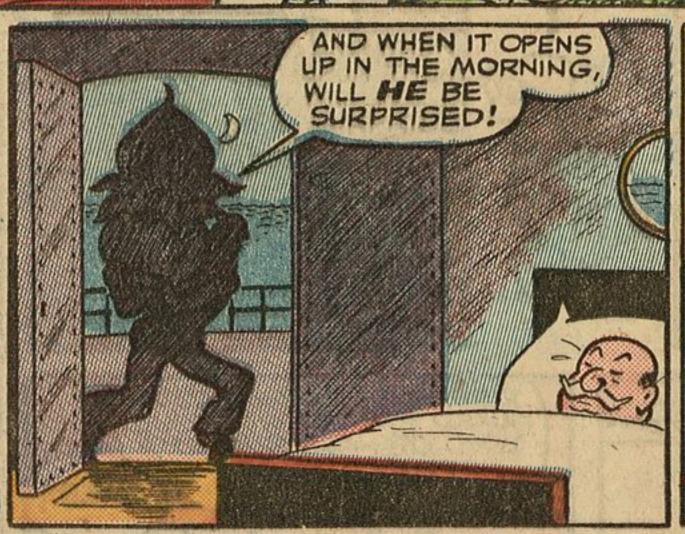
STRAIGHT AHEAD IT'S CLEAR SAILING NOW! AND WHEN WE GET ASHORE, WHAT GO FOR A WALK



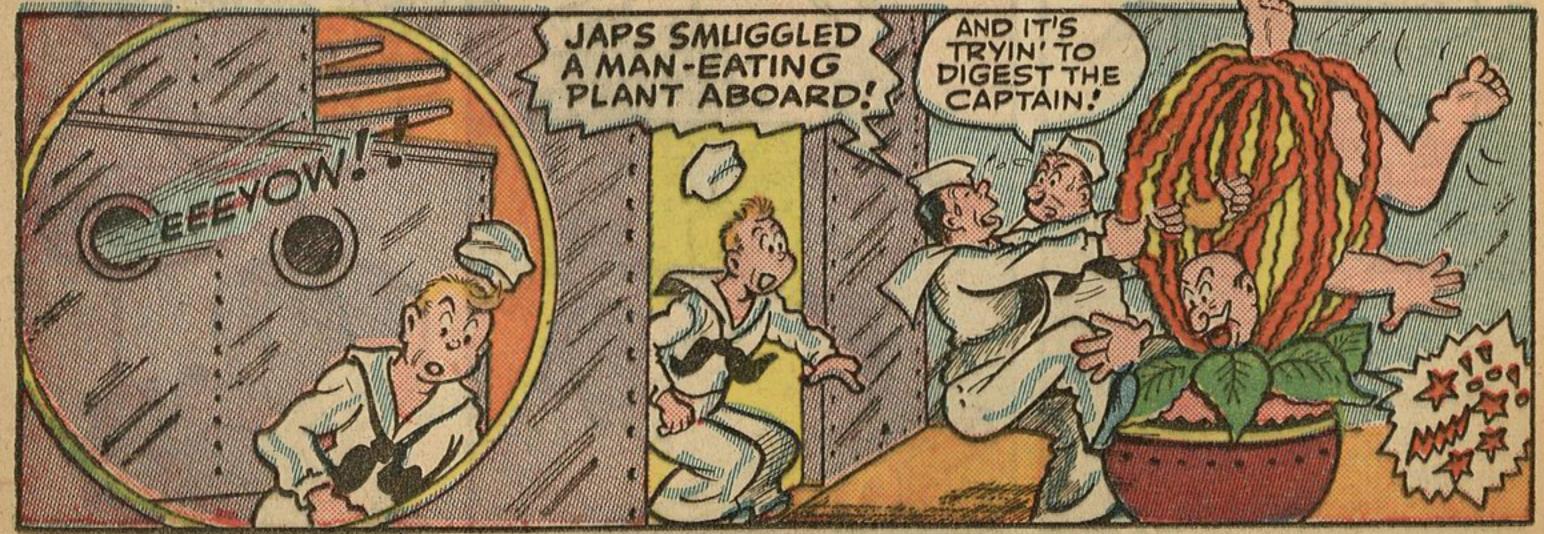






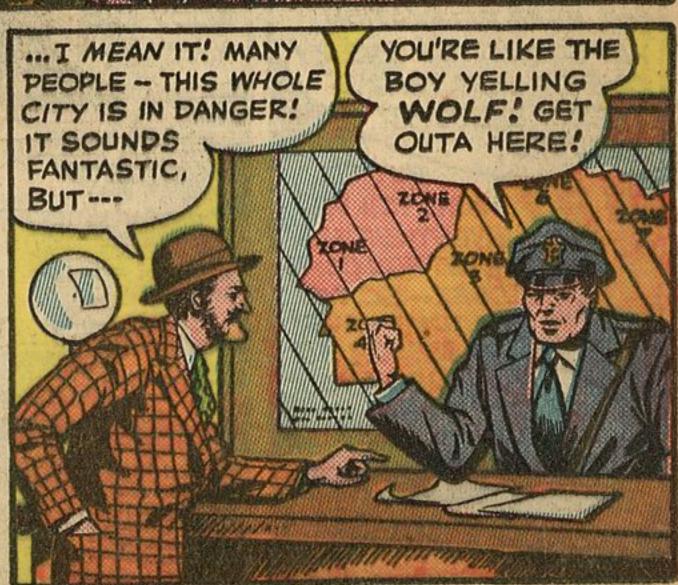








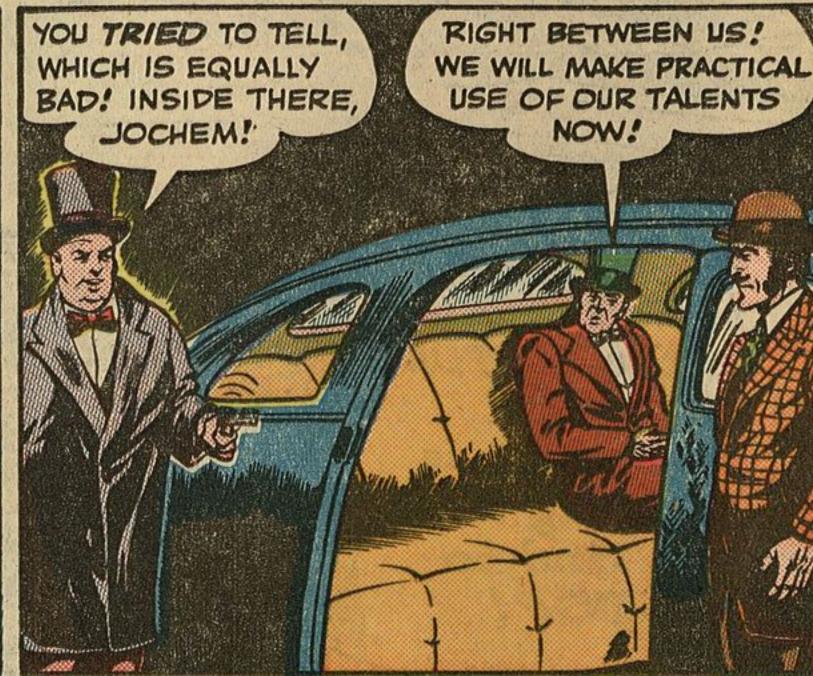




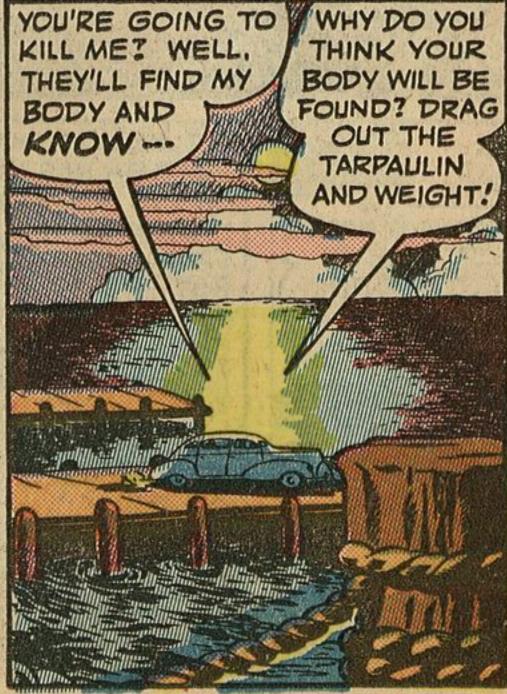














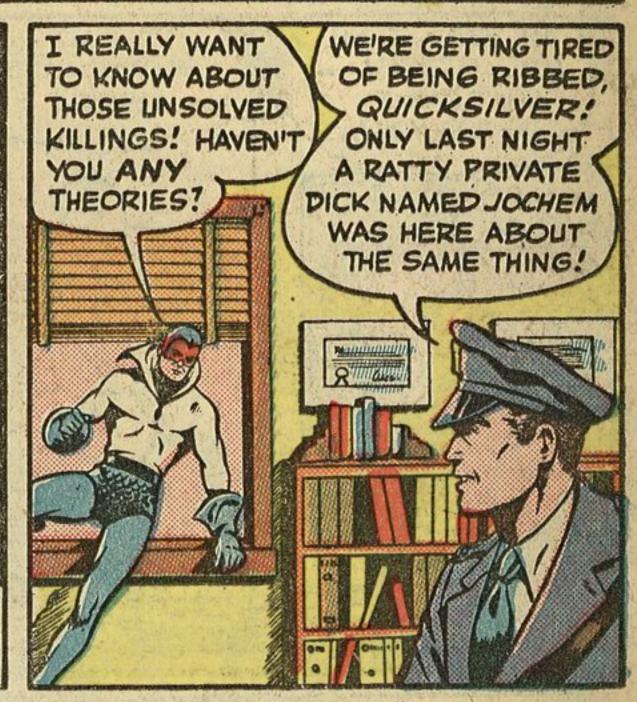




-ABOUT THOSE
UNSOLVED MURDERS
IN PRECINCT 113 -STABBINGS, SHOOTINGS,
POISONINGS ---

THEM--EXCEPT LACK
OF MOTIVE! NOBODY
CAN SAY WHY THE MEN
WERE KILLED! I THINK
I'LL INTERVIEW THE
PRECINCT CAPTAIN!

NOTHING TO CONNECT









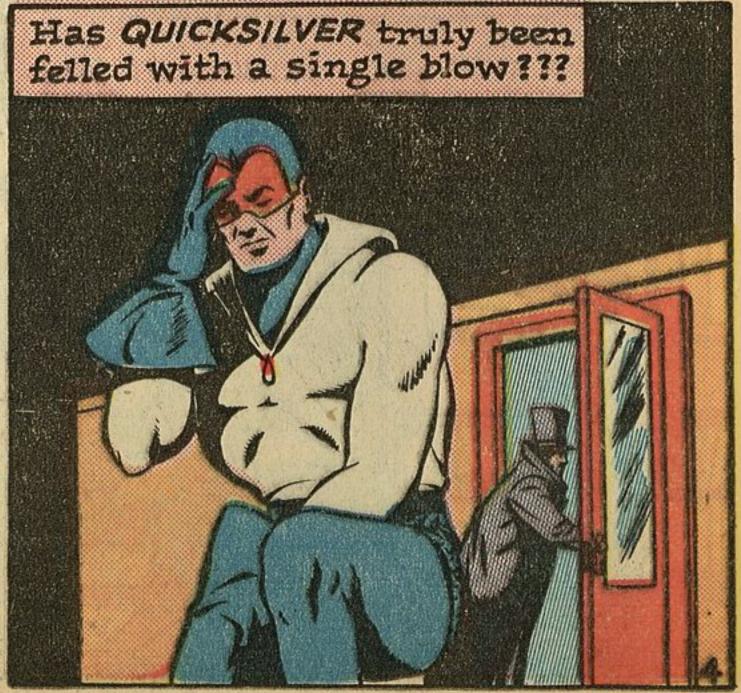






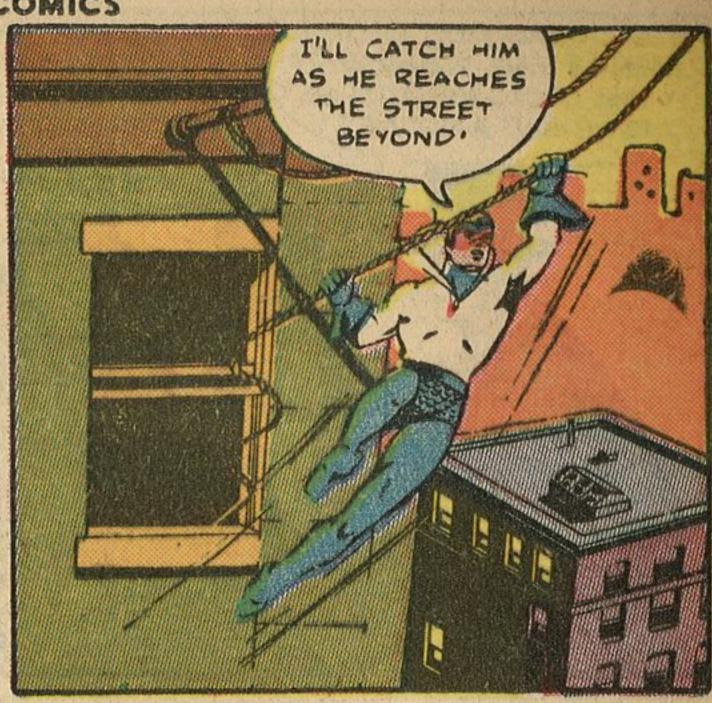








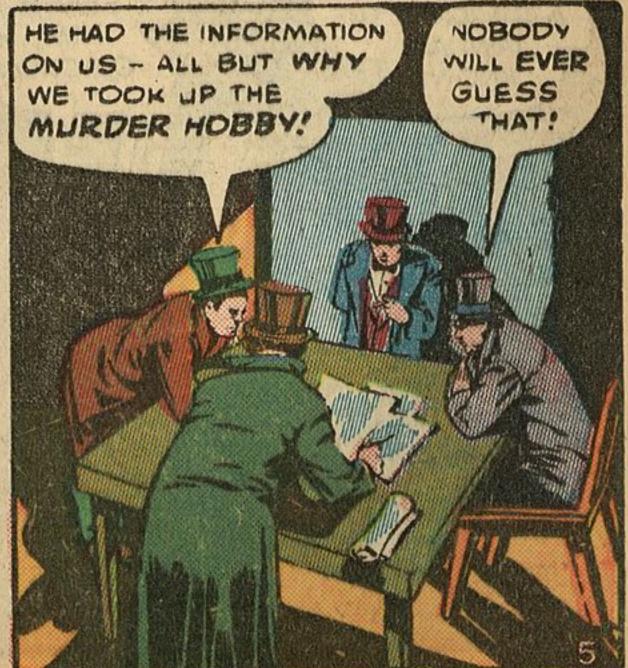


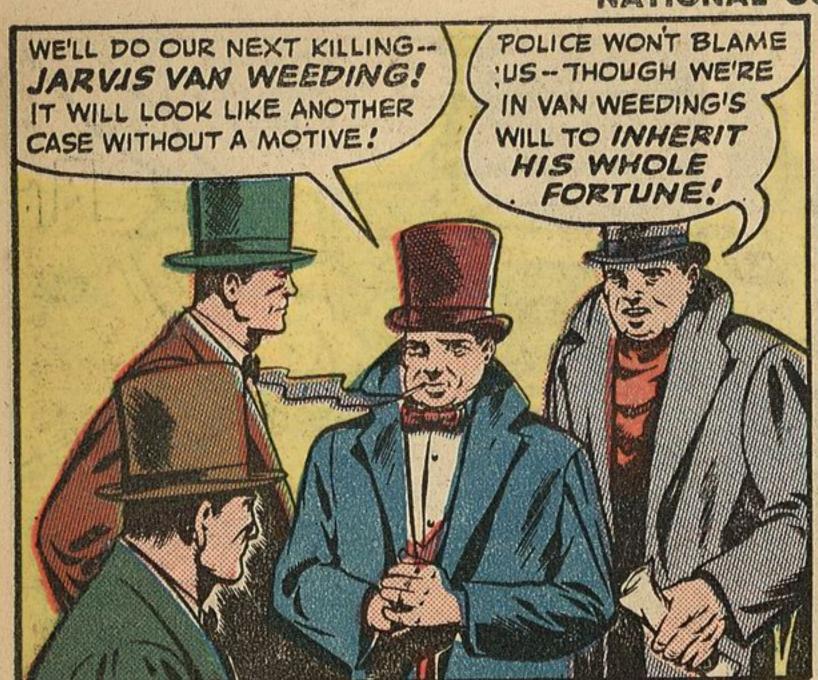




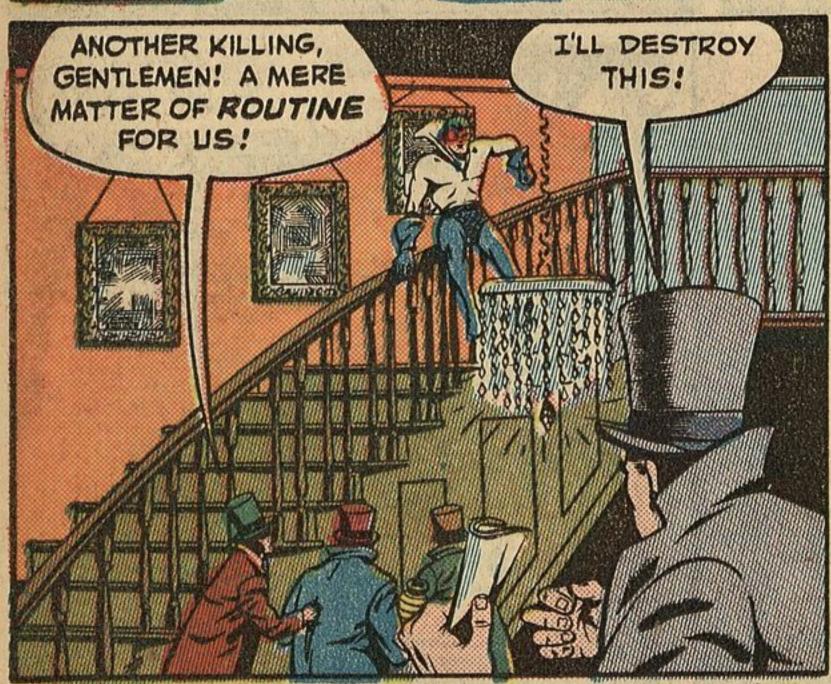










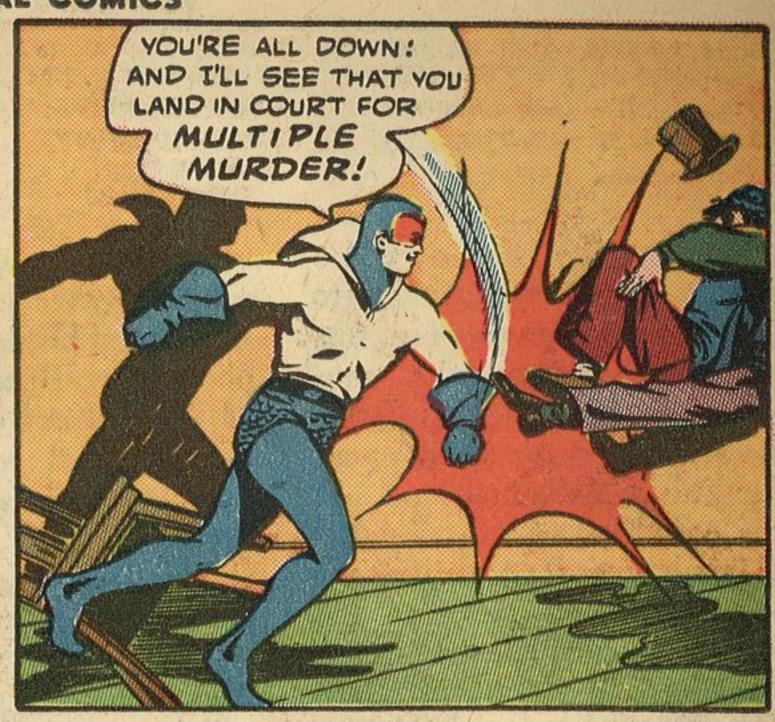


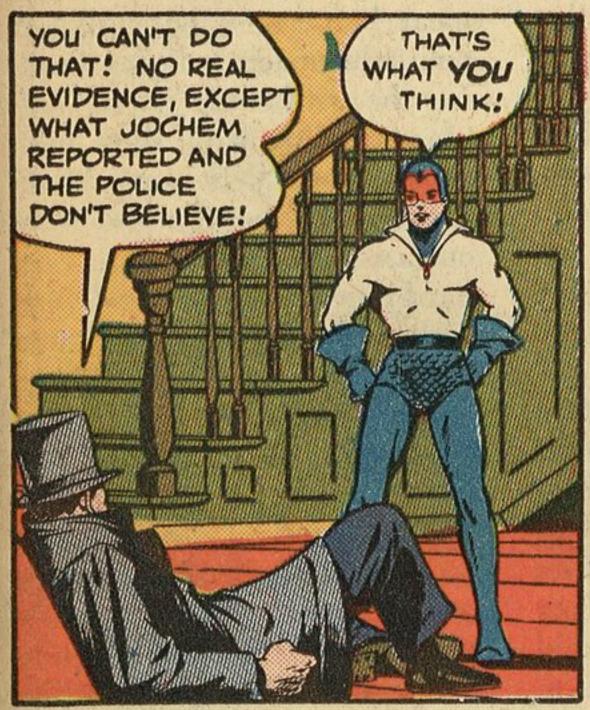


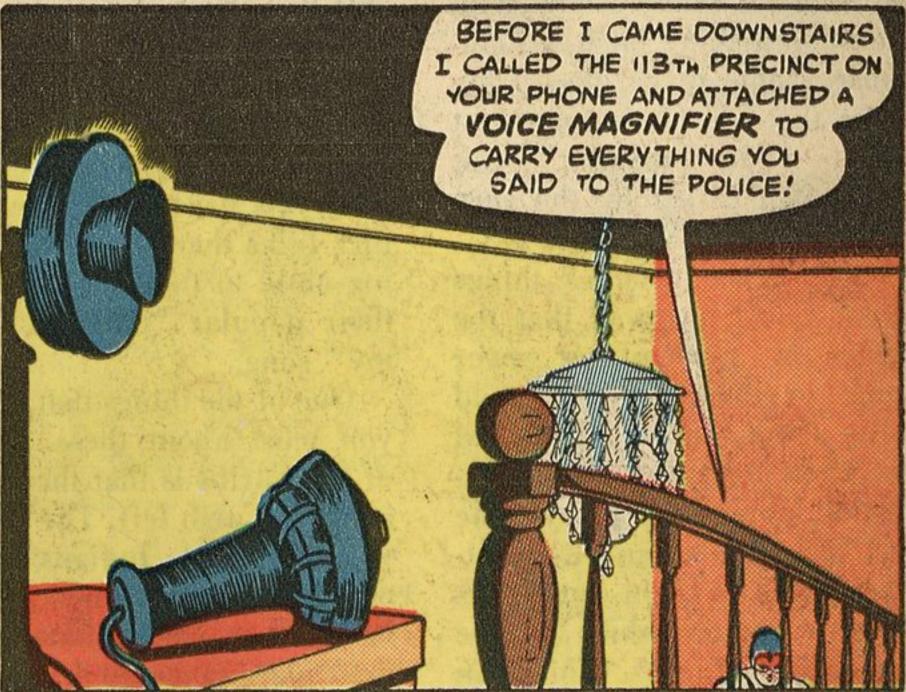




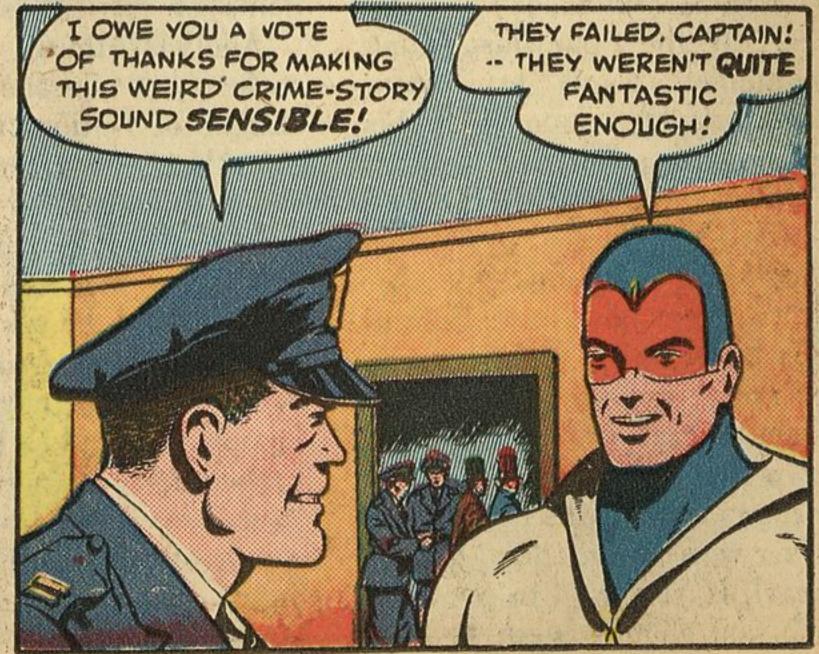












# 

F all the places which are receiving favor for foreign travel now, the sundrenched isles of the Caribbees are perhaps most popular This was the first land and the only land of America that Columbus saw. And if your steamship goes down to the Caribbees, you too can get a flash of the Columbus landfall—just a sandy island with the biggest thing on it a lighthouse. Some maps give it the name that old Christopher put on it-"San Salvador"-but it is often called by the very commonplace "Watlings".

One of the peculiar things about Columbus was that the names he gave places never stuck to them. Another odd thing about him is that he did not know anything about navigation or sailing a ship. He just had an idea and he wanted to see. The Latin-Americans have a saying which is the equivalent of our "I'm from Missouri-you've got to show me." If the Spanish-speaking gentleman wants to convey that thought, he points to his eye and says "Colon," and the "Colon" refers to Cristobal. Colon—the name by which they knew Columbus.

To show how little Columbus knew about these islands, he very definitely described them as part of Japan. On the map they look like a necklace strung out from the tip of Florida, with Cuba the largest pearl. If you want to see them all, you should begin at Nas-

sau where the climate is like southern Florida, the atmosphere very British, the color of the natives very dark, and the principal industry aside from tourists is diving for sponges.

You'll be delighted with the docks at Nassau, where the spongers tie up their boats. And in the sponge sheds you will be surprised to learn that a large part of the crop goes to make such things as felt.

You never saw any bluer water than there is at Nassau. And you never saw any happier folks than the fellows living close to the water, singing their popular "Bahama Mammy" song.

One of the things that strikes you most about these islands of the Caribs is that there isn't a single Carib left. The Caribs were the gentle Indians before the Spanish settlement. They have been exterminated and their place taken by the descendants of African slaves.

Another thing that will strike you is the veritable League of Nations that constitutes the government of the different islands. The Spaniards got there first, but every other nationality that had the boats, the guns and the nerve chipped in and nibbled a piece of the booty. So you have Spanish Islands, English Islands, French Islands and Dutch Islands—even the Danes had a couple of them until the United States bought the Virgin Islands.

In Kingston you will find it very British and the bobbies are very much the good Union Jack, except that they are black. This was the pirates' stronghold, where the buccaneers had their principal hangout. The buccaneer is always associated with the West Indies. It is a romantic name now, but it originated with the meat hunters — the outlawed men who made a living hunting the wild cattle in the jungles, smoking it on their boucans-hence the name "buccancer." All these fellows were outcasts, deserters from ships, hard-bitten men on the fringe of a harder society that treated them with little mercy. They became pirates in order to get a share of liberty and enough to eat.

The island of Jamaica has no color line, because nobody would know where to draw the line. There is no definite black and white, but a variation of colors all the way from a very pale yellow to a very black black. There is a hash of Hindu and Chinese. All very English, you know-except the Maroons. You have heard of a person being marooned, left alone, isolated. The name originated down there with a community of escaped slaves who went back into the almost impenetrable hills of the interior and refused to return to serve on the cane plantations. These were the maroons. The English sent a military expedition to try

They had to affect a compromise, so the authorities left the Maroons alone, right in the middle of the island of Jamaica, where they lived their own lives in their own way and run themselves and their affairs without benefit of the British.

There were other mutterings of independence in Jamaica, and occasionally the black workers go on strike. Whenever there is a strike, just by accident and with no definite intention, half a dozen British naval destroyers will steal into the harbor-just happening to be there, of course. The discontent of the banana workers and the sugar cane workers may come from the fact that they are very close to the independent black man's land -Haiti, the black magic island.

Here the slaves revolted against the French masters and took control of the island. Here the "Black Napoleon" led his men against the best of Napoleon's soldiers and beat them -this on the island that Columbus called Hispaniola, or "Little Spain." And the portion of it that is black man's land is now a black "Little France." French is their language and they are intensely independent and patriotic and poor. But this is a land to see, if you like glamour and strangeness of foreign travel, or if you ache for the mystery of a voodoo drum beating at night, for underneath their French politeness are the queer beliefs and superstitions of the African bush.

It is a sight to see the women walk down the roads that lead into Port-au-Prince — a continental line of them—each with a heavy basket on her head, each walking with the carriage of a black Juno, and thinking nothing of making 20 or 30 miles on foot to get to market, to sell some fruit or pottery or basketwork — and glad to get the equivalent of 10 cents for the day's labor!

The men don't seem to work very much down there. What little is done, the female of the species—from little girl to old crone—seems to undertake. But it is a lazy land. There isn't much to be done—bananas, breadfruit, coconuts, yams grow wild. Clothes are not very necessary. Why worry when the sun is shining and it is easy to lie in the shade of a tree and go to sleep?

Before visiting Haiti, you should read Seabrook's "Magic Island" and a book called "Black Majesty" which describes the life and death of the great Negro soldier, Henry Christophe.

The "Pearl of the Antilles" is Cuba. It was perhaps the most nearly successful attempt of the Spaniards to colonize. But you all know that Cuba turned on its mother country in the fabulous revolution that brought on that nearly-comic conflict, the Spanish-American War.

The Harbor of Havana is a mecca for cruise ships, and Sloppy Joe's bar a magnet for the tourist. Havana is just a big city filled with night clubs, bars and hotels. Cuba has one of the most extraordinary roads in America, or perhaps in the world—the great highway right across the island,

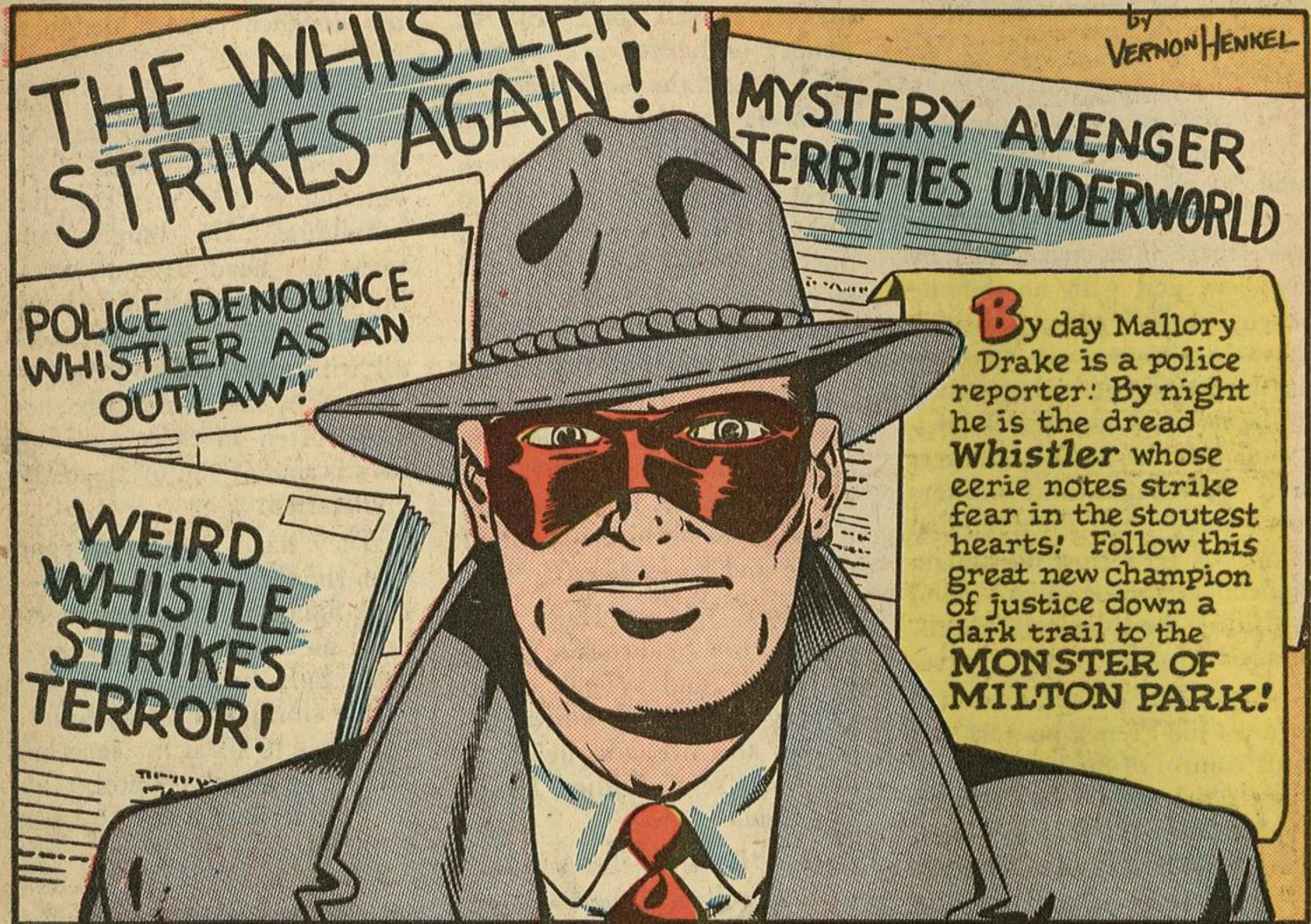
built by ex-president Machado. The Cubans will tell you this is about the only good thing he ever did. It is a splendid cement road running almost as straight as a die for nearly 800 miles. And that is the distance from Chicago to New York.

They need their road straight down there, because a Cuban at the wheel of an automobile is a very peculiar individual. He laughs and turns his head around, takes his hands off the wheel, holds an animated conversation—all with the car going lickety-split. Why they aren't smashed more often in their speeding cars is one of the mysteries of civilization.

They have a favorite sport you should see down there—cock-fighting. They get as excited as do the Mexicans over their bull fighting. For, lazy in the sun, the Spanish-American likes to sit at his ease and let someone else—preferably an animal—provide the athletic spectacle for him.

If you would see these countries right, avoid the conducted tour, where little bands of panting people are herded from place to place. Take it as the natives do, leisurely. If you don't speak their language, pick out some fellow who knows more than the words "sure" and "okay." And wander around the narrow alleys, the little side streets, and along the docks. See the man of color who makes the majority of the population down there with a touch of Africa in his blood - see how he lives - lazy under the sun that makes every Caribbean a paradise in the winter.

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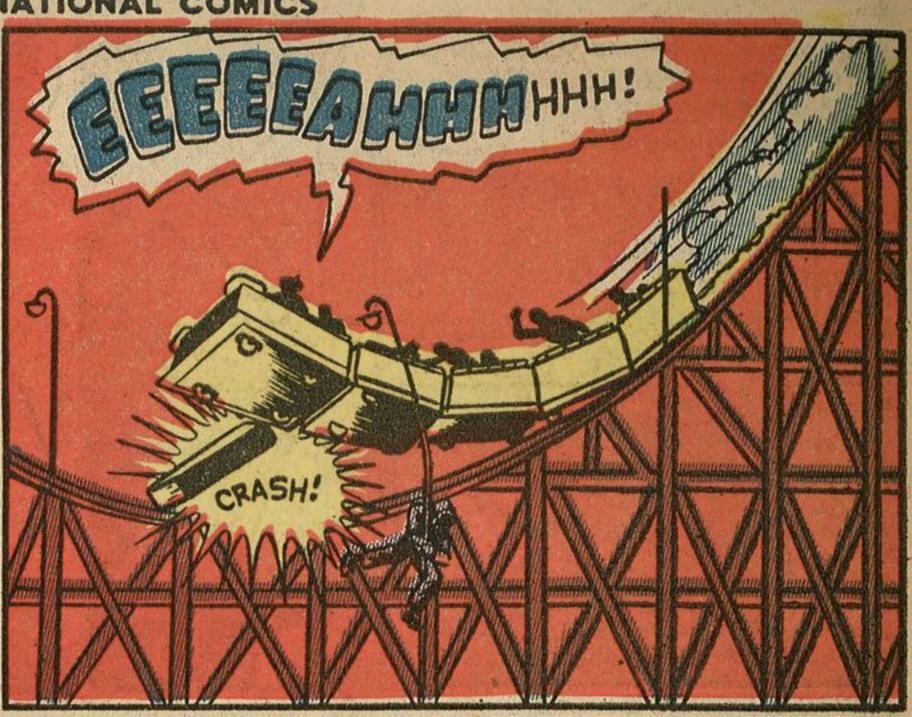








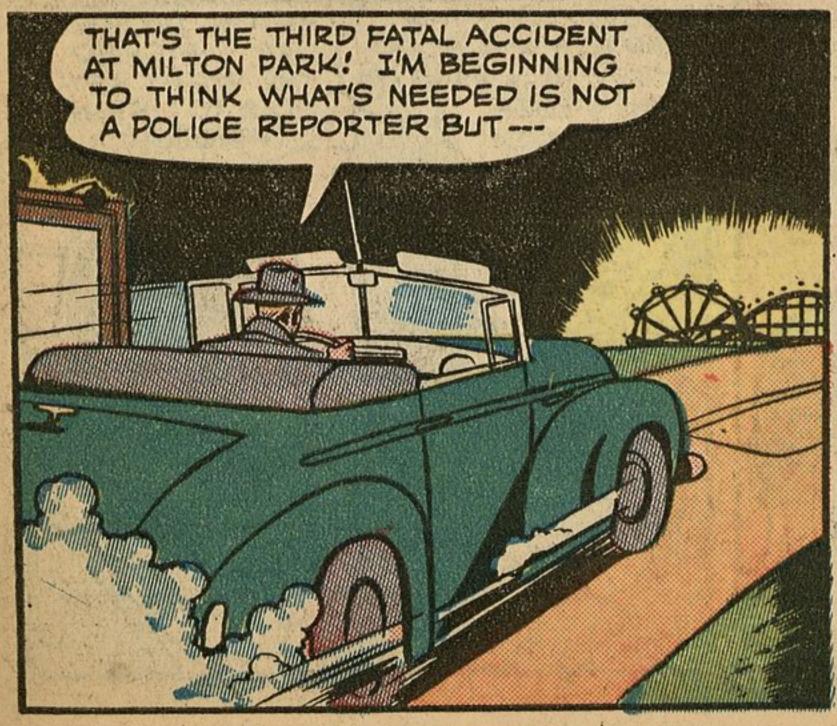










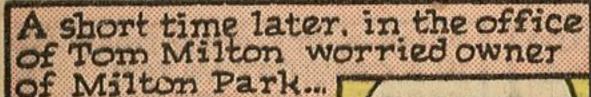






THE KILLER IS EITHER A MADMAN --OR SOMEONE WHO WOULD PROFIT BY
RUINING THE PARK BUSINESS! I'LL
FIND OUT WHICH ... AND WHO!





HELLO ANSON'
WHAT'S THE MATTERDID I FORGET TO
SEND YOU MY CHECK
FOR THE RENT OF
YOUR LAND?

OH NO TOM!

I HEARD

ABOUT THE

TRAGEDY AND

CAME TO TELL

YOU HOW

SORRY I

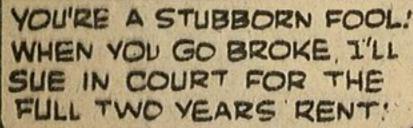


A THING
LIKE THAT
MUST HURT
YOUR PARK
BUSINESS
TERRIBLY!

BE BANKRUPT!



NO! I IT'S TOO BAD. TOM! YOUR LEASE WON'T QUIT! ON MY LAND HERE I'VE SUNK HAS TWO YEARS EVERY PENNY I TO RUN BUT I'LL BE GENEROUS OWN IN AND LET YOU MILTON GIVE IT UP! PARK AND I MEAN TO MAKE IT PAY OUT!

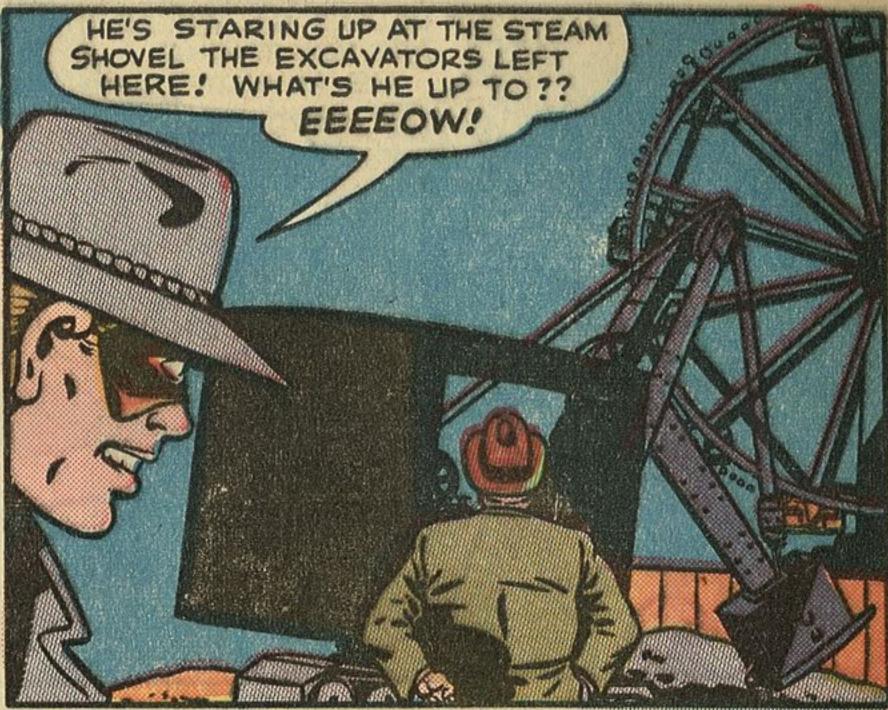


I'LL WORRY
ABOUT THAT
WHEN I GO
BROKE ANSON:















THE RAT! MURDERING

INNOCENT PEOPLE TO FORCE





